September 15, 1950

REPORT TO HONORABLE ELMER E. ROBINSON, MAYOR

CITY AND COUNTY OF SAN FRANCISCO

Statement of Activities of the Parking Authority
City and County of San Francisco
Fiscal Year Ending June 30, 1950, with Additions to Date

ORGANIZATION

The Parking Authority of the City and County of San Francisco was created on October 13, 1949, the date on which the Resolution of Necessity #9126 became effective, following adoption by the Board of Supervisors on October 3, 1949, and approval by yourself on October 6, 1949. The first regular meeting of the Authority was held on October 31, 1949. The General Manager and Secretary to the Authority were appointed to their respective positions at this time.

The Authority budget, subsequently adopted by the Board of Supervisors and approved by yourself, became effective on December 9, 1949.

The Authority offices at 500 Golden Gate Avenue became available for temporary occupancy on January 12, 1950. They were completed for permanent use on May 9, 1950.

PERIOD OF PRODUCTIVE ACTIVITY

Inasmuch as the employment of staff personnel, receipt of necessary working supplies, equipment and furniture were completed as of the second week in February, it is reasonable to report that the Authority has been on a functioning basis for a period of seven months as of this date.

MEETINGS AND CONFERENCES

Since its creation, the Authority has held 12 regular monthly meetings, 21 informal meetings, 3 special meetings and 9 conference meetings, a total of 45 meetings in all. The attendance of the members of the Authority and delegated staff members at these meetings and conferences has been practically 100%. In addition, there have been innumerable informal interviews, conferences and committee appearances attended by staff members, the Chairman and various members of the Authority as occasion demanded.

POLICY AND PROGRAM

The general policies and program of the Authority were determined shortly after its organization and are best exemplified by the following Declaration of Purposes, Policy and Program for Off-Street Parking Facilities dated February 8, 1950:

"The Parking Authority of the City and County of San Francisco has been created by the "Parking Law of 1949" of the State of California and for the purpose therein set forth. That purpose is the supplying of additional off-street parking facilities to reduce serious conditions of congestion of street traffic which is obstructing access to and use of both public and private property, increasing traffic hazards, impeding rapid and effective fighting of fires and the disposition of police forces and endangering the public peace, health and safety.

"The City and the State have declared that the supplying of additional off-street parking facilities and the performance of all undertakings incident thereto are public uses and purposes for which public money may be spent and private property acquired and are governmental functions.

"The Parking Authority has been created as an arm of City government with the responsibility of prosecuting the above program. It has been delegated the powers deemed necessary to accomplish this program.

"The program of the Authority contemplates the following steps:

1. Stimulation of private enterprise to finance and construct the facilities required under the off-street parking program.

   In the event results are inadequate the Authority will proceed to the next step; namely,

2. Cooperation with private enterprise in securing sites for garage construction.

   Such garage sites, purchased by the Authority through negotiation or by process of condemnation, will be made available on mutually agreeable terms to private parties for construction and operation of garages thereon. Again, if results are inadequate, the next step will be taken; namely,

3. Financing and construction of garages, including site acquisition, by the Authority itself.

   Private parties will then be invited to submit bids for operation of the completed project. In the event satisfactory bids are not forthcoming, the Authority will have recourse to,

4. Operation of the completed facilities.

"The Authority wishes to emphasize that it will exercise its powers of financing, site acquisition construction and operation only as a necessary supplement to the ability of private enterprise to perform.

"The Authority has begun a study of existing garage capacities and parking demand together with all related factors and data necessary to establish areas of Primary Off-Street Parking Demand. The Authority will avail itself of all resources and facilities obtainable from all City departments, City offices and City officials in accomplishing its objectives. Following this study, it will propose a Master Plan for Off-Street Parking Facilities. Before final adoption, the Plan will be published in tentative form for the information and reaction of all interested parties and the public. Public hearings will be held, opinions invited and the Plan carefully reviewed before its final adoption as a blueprint of locations for public garage construction.

"Following adoption of the Master Plan for Off-Street Parking Facilities, the Authority will invite proposals or bids for construction of public parking garages in any or all of the locations of Primary Off-Street Parking Demand.

"Upon receipt of satisfactory proposals or bids, the Authority will select the most advantageous and proceed with the construction program.

"There is presently no basis on which a time schedule for completion of the foregoing program can be established. However, it will be the purpose of the Authority to:

1. Assemble and analyse all data available on which to base a tentative Master Parking Plan.

2. Hold public hearings and thereafter adopt a Master Parking Plan as the basis for official action.

3. Receive and consider bids.

4. Undertake to bring about a completion of approved proposals at the earliest possible date consistent with a proper consideration of all the foregoing factors and with the full realization of the necessity of continuing to give prompt attention to ways and means for the solution of our parking problems."

ACCOMPLISHMENTS TO DATE

Information on File on Off-Street Parking:

Public participation in provision of off-street parking facilities is new. The San Francisco Parking Authority, together with other parking authorities throughout the country, is a pioneer in this field.

In the absence of established rules of procedure, it has been necessary to seek factual data on off-street parking based on the experience and plans of other cities which may have application to the San Francisco problem.

From its very inception, the Authority began building an information file on off-street parking. This file is constantly expanding. To date it embraces an exchange of information with 84 principal cities including Baltimore, Boston, Chicago, Denver, Des Moines, Detroit, Los Angeles, Milwaukee, Minneapolis, New York City, Philadelphia, Pittsburgh, Seattle, Vancouver, B. C., and Washington, D. C.

Studies of Proposed Parking Garage Locations:

The Authority has made preliminary studies of 25 proposed sites for off-street parking facilities; 21 to serve the downtown business section and 4 to serve neighborhood retail shopping areas.

The principal ones under consideration at this time are:

1. St. Mary's Park
2. Civic Center Plaza
3. Kearny-Pine-California
4. Portsmouth Square
5. Mission Street (Miracle Mile) Area
6. West Portal Avenue Area

Studies of Proposed Parking Lot and Garage Projects:

The Authority has made studies of 7 detailed plans submitted for the construction of public parking garages and lots as follows:

1. St. Mary's Park (Underground Garage) #1
2. St. Mary's Park (Underground Garage) #2
3. St. Mary's Park (Underground Garage) #3
4. Civic Center Plaza (Underground Garage)
5. Kearny-Pine-California (Surface Garage)
6. Bartlett Street (Parking Lot - Mission District)
7. Wawona Avenue (Parking Lot - West Portal Avenue District)

Engineering Studies and Reports:

St. Mary's Square Area:

An engineering study intended to furnish the basis for recommendations for a garage or garages in the St. Mary's Square Area has just been completed by the Bureau of Engineering of the Department of Public Works of the City and County of San Francisco on behalf of the Authority. Copies of this report entitled "Report to Parking Authority of San Francisco on Proposed Public Garages in Vicinity of Saint Mary's Square" are submitted herewith for your information.

Underground Borings - St. Mary's Square:

The Authority arranged for additional test borings in St. Mary's Square to further determine the feasibility of underground construction in that location.

West Portal Avenue Retail District:

The Bureau of Engineering of the Department of Public Works of the City and County of San Francisco has filed a preliminary report on location, cost and potential revenues of a parking lot to serve the West Portal Avenue shopping district at the request and on behalf of the Authority. This matter is under study at this time.

Fringe Parking Report:

A study to examine the possibilities of the use of perimeter parking in San Francisco as a partial solution of the parking problem has been made by Eric A. Mohr, Municipal Affairs Intern, Coro Foundation, San Francisco, with the cooperation and on behalf of the Authority.

Copies of the report are herewith submitted for your information. You will observe the conclusion that a fringe parking program is not desirable at this time.

Engineering Studies and Reports - In Progress

Civic Center Plaza Underground Garage:

The Bureau of Engineering, Department of Public Works, City and County of San Francisco, is engaged in a traffic study of the Civic Center area on behalf of the Authority. The study is being made to ascertain the potential parking demand for an underground garage beneath the Civic Center Plaza. It will assist the Authority in arriving at determination as to the proper parking capacity and feasibility of a garage in that location. The report should be ready by October 1, 1950.

Bartlett Street Parking Lot - Mission District:

The Bureau of Engineering is preparing a time and cost estimate of a study to determine the economic feasibility of a parking lot to serve the Mission Street retail shopping district.

IMMEDIATE PLANS AND OBJECTIVES

In view of the rapid expansion of the war effort, the Authority has been increasingly mindful of its mandate to provide additional off-street parking facilities in order that traffic congestion endangering the public health and safety may be relieved as quickly as possible. The parking of automobiles off the city streets will be of material aid in the movement of the police, fire fighting equipment and the military in the event of an emergency. It will also greatly facilitate the movement of war supplies and materiel through the port.

In consideration of the above facts, the Authority has made every effort to speed up its program. Its immediate plans and objectives are as follows:

1. To call for bids for a garage or garages in the St. Mary's Square area as quickly as conclusions can be reached on the basis of the report of the Bureau of Engineering, just received.

   From preliminary negotiations with potential bidders, it appears that bids to be received may present the following alternatives for consideration:

   1. Full private financing.
   2. Joint private and public financing.
   3. Full public financing.

2. Proceed with an engineering study of the proper size and economic feasibility of an underground garage beneath Civic Center Plaza as the basis for a call for bids for a garage in that location.

3. Proceed with an engineering study of the economic feasibility of the proposed Bartlett Street Parking Lot (Mission retail shopping district) to be followed by a call for bids for such a facility.

4. Continue studies of the economic feasibility of the proposed Wawona Avenue Parking Lot (West Portal Avenue District) looking toward a call for bids as soon as the proper action can be determined.

5. Evaluate additional sites and plans for parking garages and parking lots in the congested downtown and other business areas of the city for the earliest possible action thereon.

CURRENT FINANCING AND CAPITAL PROGRAMS

Administrative expenses of the Authority and the cost of special technical and engineering services, beyond those available from other departments of the City and County without charge, are being met by appropriations from the General Fund. Accounting for these funds is made by the regular quarterly financial reports of the Authority.

The Authority has no capital funds with which to finance its program of public improvements.

The issuance of $5,000,000 general obligation bonds to finance the acquisition and construction of off-street parking facilities was, however, authorized at the election of November, 1947. It is assumed that initial financing of the Authority's off-street parking program should be made from that fund and recommendations to that effect will be made to yourself and the Board of Supervisors as the program progresses.

In connection with the financing of the off-street parking capital program, the Authority wishes to comment on the practice, now quite general throughout California and the nation, of utilizing part or all of the net revenues from parking meters to assist in the financing of new off-street parking facilities.

The City Attorney has given an opinion that appropriate laws allow the Board of Supervisors to allocate any or all of the net income from parking meters in San Francisco to the financing of off-street parking facilities.

A State Constitutional Amendment giving public bodies the right to pledge the future revenue of parking meters as additional security for off-street parking facility revenue bonds carried by an overwhelming majority at the June, 1950 election. The assumption was implicit in the amendment that parking meter funds should be utilized to finance off-street parking facilities.

The Authority recommends consideration of the utilization of the net revenues from parking meters in San Francisco for the purpose of assistance in financing San Francisco's off-street parking program in the event additional financial support should be found desirable.

CONCLUSION

The Authority is deeply appreciative of the assistance, cooperation and many courtesies extended by yourself, the members of the Board of Supervisors, the Chief Administrative Officer, the Controller, the City Attorney, the City Engineer and many other department heads and their staffs which have contributed so materially to its progress during this first period of organization.

Respectfully submitted by and on
behalf of the Parking Authority of
the City and County of San Francisco,

Vining T. Fisher, General Manager

September 15, 1950

SUPPLEMENT TO REPORT TO HONORABLE ELMER E. ROBINSON, MAYOR

CITY AND COUNTY OF SAN FRANCISCO

Preparations for Civilian Defense by the Parking Authority
City and County of San Francisco

Although the Parking Authority has been engrossed since its creation in the manifold details of organization and preparation of the groundwork for San Francisco's over-all off-street parking program, it has been keenly conscious from the inception of its work of the desirability, if not indeed the necessity, of integrating the proposed new system of garages with the pattern of civilian defense.

In the first instance, the provision of additional off-street parking space which will free the streets of curb parking, which is a primary cause of street traffic congestion, will itself materially assist traffic movements essential to civilian defense.

In the second place, the character of the garages themselves may be adapted to military and civilian defense needs in the event of wartime emergency conditions.

With the latter thought primarily in mind, the Authority has sought to determine the feasibility of bomb-proofing new underground garages contemplated in its program, particularly that proposed for the Civic Center Plaza.

It has conceived that a large underground garage beneath Civic Center Plaza, suitably bomb-proofed or bomb-resistant, would lend itself to certain very essential alternate emergency uses in the event of aerial attack upon the city. These would be:

1. An emergency shelter for the civilian population.

2. An emergency first aid headquarters.

3. A communications center.

4. An emergency headquarters for the various departments of civilian government.

On March 30, 1950, the Authority addressed an inquiry to certain public officials and atomic experts requesting an opinion on the feasibility and desirability of bomb-proofing the garages contemplated for construction.

Among them were National Secretary of Defense Louis Johnson, Acting Chairman Sumner T. Pike of the U. S. Atomic Energy Commission, Dr. Ernest O. Lawrence of the University of California and San Francisco City Engineer Ralph G. Wadsworth.

The questions submitted were:

1. Can surfaces of underground garages be sufficiently reinforced to provide protection against demolition bombs, the A bomb and the H bomb?

2. If so, what should be the character and strength of the protective covering?

3. The probable cost?

The most pertinent reply came from H. L. Bowman, Acting Chief, Civil Defense Liaison Branch, Division Biology and Medicine of the U. S. Atomic Energy Commission under date of April 7, 1950. Mr. Bowman said in part:

> "An answer on feasibility must take into account two matters of considerable uncertainty: the power of the bomb and the distance from the structure to the point of detonation. Concerning a bomb of the strength of the Nagasaki bomb, detonating at the height of that bomb, it may be said that directly under the bomb a concrete roof 36 inches thick would probably permit some radiation sickness to persons protected by it, but no deaths. If an equal weight of earth is substituted for any concrete that is omitted, this thickness of the structure may be reduced. The designing engineers, of course, would have to make adequate provision for the blast effect of the weapon."

Informal discussions with Admiral Albert G. Cook, Director of Civilian Defense of the City and County of San Francisco, have resulted in the opinion that bomb-proofing of garages would be highly desirable if adequate engineering studies confirm it to be structurally and economically feasible. The Authority has requested Admiral Cook to secure that information for its use, if possible.

The economic aspects of bomb-proofing new public garages require careful consideration.

It appears that any underground garage offers certain protective features which will make a substantial contribution to civilian defense. That can be accomplished, of course, without additional cost. If special design and surface barriers are to be provided, there will be an appreciable added expense which cannot be properly charged to the normal use of such garages for parking purposes. It is the opinion of the Parking Authority that if special protective features for civilian defense are to be incorporated in the proposed new underground garages, that funds for the purpose must be provided by special appropriation by the Federal, State or local government.

Respectfully submitted by and on
behalf of the Parking Authority of
the City and County of San Francisco

Vining T. Fisher, General Manager

September 15, 1952

REPORT TO HONORABLE ELMER E. ROBINSON, MAYOR

CITY AND COUNTY OF SAN FRANCISCO

Statement of Activities of the Parking Authority
City and County of San Francisco
Fiscal Year Ending June 30, 1952

Dear Mayor Robinson:

The San Francisco Parking Authority respectfully submits the following report of its activities for the fiscal year 1951-1952.

The Authority renders its financial reports on a quarterly basis, and you will therefore find copies of the four quarterly financial reports attached for your information.

Progress of Parking Program

The activities of the Parking Authority during the 1951-52 fiscal year were devoted principally to development of the following projects:

1. Final accomplishment of St. Mary's Square Garage.

2. Final accomplishment of the Mission-Bartlett Parking Plaza.

In addition, the Authority was concerned with the following important considerations:

1. The advisability of the establishment of off-street parking facilities in the West Portal district.

2. The advisability of the establishment of off-street parking facilities in the North Beach business area.

3. The preliminary development of off-street parking facilities in the Central Market Street area.

4. The character, capacity and economic feasibility of a parking facility for the Civic Center area.

St. Mary's Square Garage

During the fiscal year 1951-1952, all of the preliminary work required in connection with the construction of St. Mary's Square Garage was accomplished. This comprised:

1. Completion of land acquisition.

2. Completion of the call for bid documents and their approval and authorization of the publication of the call for bids by the Recreation and Park Commission and the City and County as joint lessors.

3. National Production Authority project approval.

4. National Production Authority construction materials allocation.

5. Continued stimulation of potential bidders for the financing, construction and operation of the garage.

With the apparent assurance that all obstacles had been removed, the call for bids for the financing, construction and operation of the garage was first published on September 26, 1951. The then existing credit controls imposed in connection with the National Voluntary Credit Restraint Program militated against the submission of bids, and the one otherwise satisfactory bid received in response to that call, was of necessity declared invalid because of a qualification with respect to approval of the required private financing.

Following the relaxation of credit controls on May 5, 1952, the call for bids was re-published on June 21, 1952. Although the date for reception of bids falls beyond the period in question, fiscal year 1951-1952, it should be noted that three bids were received and the award made to the highest responsible bidder, S. E. Onorato, Inc. and W. & B. Realty Co. The lease is now in process of execution. Certain salient facts with respect to the project and the lease are set forth below:

1. Investment of City and County in additional land - $400,000 (approximately).

2. Estimated construction cost to be met by Lessee - $2,100,000.

3. Total project cost - $2,500,000.

4. Garage capacity - 828 parking stalls.

5. Period of lease - 33 years.

6. Rental - 4% of gross receipts.

7. Guaranteed minimum rental - $1,225 per month.

8. Estimated completion date - December, 1953.

Mission-Bartlett Parking Plaza

The development of this project embracing land acquisition and land clearance for a public parking lot 66,000 square feet in area and of a parking capacity of between 200 and 250 automobiles designed to park 1,000 automobiles per day was brought to substantial completion during the fiscal year.

Land and construction costs will approximate $590,000. Financing is from the Parking Bond Fund of 1947.

The legal documents required for lease of the facility for private operation have been prepared and approved and authorization granted for the publication of the call for bids. Bidders will be required to guarantee a rental of $18,000 per year as minimum payment under a percentage lease based on gross parking revenues.

It is planned that the call for bids shall be published at an early date, immediately following the completion of land clearance and the necessary improvements which are going forward with the cooperation of the Real Estate Department and the Department of Public Works.

West Portal Area

The question of the necessity for and feasibility of providing off-street parking facilities for the West Portal Avenue retail shopping area received intensive study and the careful consideration of the Authority during the past fiscal year.

A report by the City Engineer received by the Authority in July, 1951 established certain facts which formed the basis for the following conclusions:

1. Land values for parking sites were exhorbitantly high in proportion to potential revenues in the areas of potential parking demand.

2. New parking facilities could not be established in the district on a cost and revenue basis that would permit them to be financially self-sustaining.

Subsequent studies made by the Authority itself served only to confirm the above facts and conclusions and led finally to the decision that the Authority could not recommend the establishment of new parking facilities in the West Portal district unless and until a proper and satisfactory means of underwriting the potential deficit thereof might be found. It is believed that the advisability of allocating parking meter revenues for such purposes should be carefully explored.

North Beach Area

Following a request of the North Beach Merchants and Boosters for a study of the necessity and feasibility of providing additional

off-street parking facilities in the retail shopping and restaurant areas of the North Beach business district, the Authority made a careful analysis of the situation.

As a result of preliminary investigations by the Authority, it was concluded that a parking demand study was justified and necessary to establish the basic facts upon which a sound conclusion could be based. This study was made by the City Engineer on the Authority's behalf and the report submitted in June, 1952.

The facts presented by the City Engineer formed the basis for the following conclusions:

1. New parking facilities in the retail shopping areas, as such, would not be financially self-sustaining.

2. New parking facilities in the Broadway restaurant area would be justified on the basis of potential financial returns.

The Authority has requested that the Director of Property make preliminary land appraisals of a proposed site for a parking facility to serve the Broadway restaurant area with a view to making a recommendation for the official designation of a project site for that purpose.

Central Market Street Area

The necessity of additional parking facilities to meet the heavy retail and other business parking demand in the Central Market Street area has been apparent to the Parking Authority since its inception. The progress of the St. Mary's Square Garage and Mission-Bartlett Parking Plaza projects during the year made it possible for the Authority to begin the preliminary work required for parking projects in this area.

Arrangements were made with the City Engineer to make a thorough parking demand study including site recommendations, recommended capacities, estimated land and construction costs, and estimated operating revenues and costs for the central downtown area extending along Market Street between First Street and Seventh Street and some two to three blocks to the north and south thereof.

The City Engineer's report, dated November, 1951, demonstrated the need and economic feasibility for a substantial addition to the present parking accommodations in the Central Market Street area. The Authority has seven garage sites in that area under consideration at this time. They are adjacent to three centers of primary parking demand at 1) Third and Market, 2) Fifth and Market, and 3) North of Market generally between Stockton and Mason.

The Director of Property has been requested to make preliminary land appraisals of the properties that compose the sites under consideration. When these have been received, the Authority will be in a position to evaluate the relative merits of these sites from a parking and economic standpoint as the basis for specific project recommendations. It is hoped this may be accomplished in the very near future.

Civic Center Area

The economic feasibility of providing additional parking facilities in the Civic Center area adjacent to the City Hall has been a matter of primary concern to the Authority.

Earlier studies made on its behalf by Ramp Buildings Corporation demonstrated to the Authority that an underground garage beneath Civic Center Plaza would:

1. Be feasible from an engineering standpoint.

2. Meet a large unsatisfied parking demand provided rate schedules were held to an acceptable moderate parking fee.

The economic studies accompanying the corporation's report indicated, however, the probability of an extended interim period before the garage under consideration could become economically attractive as a private financial venture.

The Authority then asked Ramp Buildings Corporation to prepare an alternate plan of a smaller garage with a view to determining if such revision might result in a project of greater financial feasibility. The revised plan and accompanying economic report was received in August, 1952 and is under study and consideration by the Authority at this time. The capacities, estimated construction cost and potential revenues are as follows:

1. Capacity - 1,004 parking stalls (customer self-parking).

2. Levels - 5

3. Floor Area - 361,900 square feet

4. Construction Cost - $3,258,300

5. Earnings before financial charges - 3.54% of capital cost (self parking basis).

As a purely interim and temporary addition to parking facilities in the Civic Center area, the Authority has recommended the establishment of a public parking lot at the site of the old Commerce High School Athletic Field until such time as it may be devoted to some permanent use.

Suggestions

Inasmuch as it appears that it may be desirable to establish parking facilities for public convenience in areas of low economic parking demand, or before the full development of such demand, such as the Civic Center area and certain secondary retail areas, the Parking Authority believes the time has come that definite consideration should be given to the

utilization of the net revenues from parking meters in San Francisco for the purpose of assistance in financing San Francisco's off-street parking program. Furthermore, the pledge of the meter revenues can substantially reduce revenue bond interest rates should such financing be deemed desirable for future parking projects.

The Authority also believes that existing parking facilities constructed prior to its establishment, such as the Marshall Square parking lot and Union Square Garage, should be placed under its jurisdiction and the revenues therefrom credited to this agency.

We wish to take this opportunity to acknowledge and express our appreciation for the splendid cooperation and assistance of yourself, the City Attorney, Controller, Chief Administrative Officer, Director of Property, Director of Public Works, City Engineer, and others who have contributed so substantially to the accomplishments of the Parking Authority during the past year.

Respectfully submitted,

Albert H. Jacobs
Chairman

AHJ:he
Encs.

THE PARKING AUTHORITY of the
CITY AND COUNTY OF SAN FRANCISCO

GEORGE CHRISTOPHER, MAYOR

536 GOLDEN GATE AVENUE • SAN FRANCISCO 2, CALIFORNIA • PROSPECT 6-1565

September 11, 1959

Report to Honorable George Christopher, Mayor
City and County of San Francisco

Statement of Activities of the Parking Authority
City and County of San Francisco
Fiscal Year Ending June 30, 1959

Dear Mayor Christopher:

The report of the San Francisco Parking Authority for the fiscal year 1958-59, together with supplemental information you have requested, is herewith respectfully submitted.

The financial report is set forth in the attached copies of the Authority's four quarterly financial reports.

The major accomplishments and activities of the Authority for the past year are shown below. These have been classified according to the Authority's four-point policy and program adopted March 8, 1950.

Policy Point #1. Stimulation of and cooperation with private enterprise to finance and construct the facilities required under the off-street parking program.

New Parking Facilities
Reported Completed and Placed in Operation
since July 1, 1958

Nino Geraldi Powell, Mason, Jefferson and Beale Streets	400 parking stalls
Larry Barrett, Inc. Pine and Kearny Streets	33 parking stalls
Howard Rowebottom Brannan and 2nd Streets	19 parking stalls
Howard Rowebottom Sacramento Street and The Embarcadero	17 parking stalls
V. Atikian 5th and Howard Streets	30 parking stalls
Selfpark System Main and Howard Streets	30 parking stalls

California Parking Corporation Clementina and Beale Streets	75 parking stalls
Howard Rowebottom 1st and Brannan Streets	100 parking stalls
Barrett Garages, Inc. Mission and 6th Streets	250 parking stalls
Howard Jerome Edelstein Spear, Howard and Folsom Streets	20 parking stalls
Oxford Hotel Parking Mason and Turk Streets	68 parking stalls
S. E. Onorato Co. Mission and 3rd Streets	100 parking stalls
Roc Ross Main and Howard Streets	25 parking stalls
4th and Berry Corporation	325 parking stalls
Selfpark System Southern Pacific Lot	150 parking stalls
Selfpark System Stevenson and Jessie Streets at Fifth	32 parking stalls
Montgomery Center Auto Park	125 parking stalls
	1,799 parking stalls

These additions brought the total of new off-street parking spaces provided under this phase of the Authority's program since October 6, 1949 to 8,798 parking stalls

Under Development

Construction since June 30, or continuing at this time amounts to:

Pine-Front Auto Park	70 parking stalls
Crown Zellerbach Building	150 parking stalls
John Hancock Insurance Co.	55 parking stalls
Bethlehem Steel Corporation	300 parking stalls
550 California Street	300 parking stalls
Park-U-Self (Howard & Folsom Streets)	200 parking stalls
Park-U-Self (Davis Street north of Broadway)	65 parking stalls
	1,140 parking stalls

The number of new off-street parking spaces that have been completed or have been placed under construction under this phase of the Authority's program from October 6, 1949 to date total — 9,936 parking stalls

1,200 of the foregoing number of parking stalls were public projects, from which the Authority and the City withdrew when private industry evidenced its ability and willingness to proceed. These were:

Fifth and Howard Parking Plaza	300 parking stalls
Ellis-O'Farrell Garage	900 parking stalls
	1,200 parking stalls

180 of the foregoing number of parking stalls were established on sites originally selected and designated by the Authority from which it withdrew because of the prior urgency of other projects. These were:

Minna-Natoma Parking Lot	80 parking stalls
Jones-Golden Gate Parking Lot	100 parking stalls
	180 parking stalls

Policy Point #2. Public Cooperation with private enterprise to provide off-street parking by public provision of garage sites and private provision of the construction financing.

The following four major downtown parking projects were advanced toward accomplishment during the past year under this policy category.

In each case operation will be by a non-profit corporation with any profit accruing to the City and County of San Francisco.

Fifth and Mission Garage

This project was completed and dedicated August 27, 1958 under an agreement between the City of San Francisco Downtown Parking Corporation, a non-profit organization of businessmen and property owners, and the City and County of San Francisco. Under agreement, the Authority acted as agent for the City and County in all negotiations.

[illegible] Study Commission
Page 44
September 15, 1969

The number of new effective parking spaces that have been completed to date from general area improvements under this phase of the redevelopment's program from January 6, 1967 to date is:

[illegible] parking spaces

1,000 of the expanding number of parking spaces were public employees, from which the economy and the City, citizens who patronize business and demand the mobility and accessibility to parking spaces in proximity. Therefore:

Public and Private Parking Plan
Elizabeth Area II Design

[illegible] parking spaces
[illegible] parking spaces

3,000 parking spaces

100 of the necessary number of parking spaces were established on other adjacent sites and are available for the Authority's use until it achieves control of the public currency of other employees. Thus, then:

Public-Private Parking Lot
Immediate Open Parking Lot

[illegible] parking spaces
[illegible] parking spaces

[illegible] parking spaces

Recommendation 15. Parking Commission [illegible]
[illegible]
[illegible]
[illegible]

The existing Port Authority Downtown Parking [illegible] Authority [illegible] and [illegible] the public [illegible].

[illegible] Commission [illegible] a [illegible] [illegible] and [illegible] [illegible] Commission.

Existing Parking Facilities

The Authority has acquired and maintained [illegible] 30,000 parking spaces [illegible] the City of Jersey Transportation Terminal [illegible] [illegible] and property [illegible] the City, and [illegible] of the Commission. Under its [illegible] the Authority [illegible] the City and [illegible] to all [illegible].

Basic physical and financial project data are as follows:

Location: Southeast corner of Fifth and Mission Streets, within one block of San Francisco's $100,000,000 a year retail block, Market Street between Fourth Street and Fifth Street.

Capacity: 1,083 parking stalls.

Land Cost: $1,600,000 (approximate)
(public)

Building Cost: $1,500,000
(private)

Total Construction Costs: $2,135,000
(private)

Construction: Open type reinforced concrete.

Operation: Customer self-parking.

Parking Rates: 15¢ an hour; $1.25 maximum 24 hours; $17.50 month; $15.00 month night fleet rate.

The garage was financed and built by the Wm. J. Moran Company. It is being operated by S. E. Onarato, Incorporated.

It provides customer self-parking on four roomy levels with a total capacity of 1,083 parking stalls. It is operated on a non-profit basis at low parking rates intended to provide a necessary public service and attract continuing patronage to the City's most substantial business area.

During its first ten months the operating figures show:

Number of automobiles parked	607,393
Gross Revenues	$313,120.42

On the basis of these figures it is apparent the number of automobiles parked during the first year will exceed the engineer's estimates by 40%. The revenues are already substantially greater than those previously estimated by 1970.

On August 20 a passenger elevator service was added.

Two additional upper parking floors are contemplated for construction next year.

Sutter-Stockton Garage

This project is being built under an agreement between the City of San Francisco Uptown Parking Corporation, a non-profit corporation, and the City and County. The Parking Authority is acting as agent for the City and County in this matter. Operation will be by System Auto Parks and Garages, Inc. acting for the operating lessee, the Corporation.

Basic particulars of this project are:

Location: 55,385 square feet of land extending east from Stockton Street in the block bounded by Sutter, Stockton, Bush Streets and Grant Avenue.

Capacity: 932 parking stalls

Land Cost: $2,550,000
(public)

Construction Cost: $3,680,000
(private)

Construction: Open type reinforced concrete

Operation: Customer self-parking

Parking Rates: 1 hour 25¢; 20¢ an hour thereafter.

Major points of progress during the year on this project were:

Completion of land acquisition: June 2, 1959

Completion of site clearance: September 7, 1959

Start of construction: September 7, 1959

Completion is estimated for October, 1960.

Civic Center Underground Garage

Basic facts pertaining to this project are:

Location: The subsurface of the north half of Civic Center Plaza.

Capacity: Self-parking 954 stalls
Attendant=parking 1,461 stalls

Land Cost: None. Property City-owned

Construction Cost: $4,500,000

Construction: Reinforced concrete. Three underground levels.

Operation: Customer self-parking. Parking, sales and services.

The City has a contract with the City of San Francisco Civic Plaza Parking Corporation to finance and construct this garage. The City will be the operating lessee for the first 10 years, the Corporation for the period subsequent thereto and prior to full debt retirement. Operation will be by System Auto Parks and Garages, Inc.

Progress on this project during the year was as follows:

Construction began on December 10, 1958.

As of this date completion of construction is estimated for January 1, 1960.

Portsmouth Square Underground Garage

There has been a continuing high degree of interest in this project during the past year. Several different groups had shown strong interest and had been assisted in every possible way by the Authority to obtain the necessary engineering and financial information required by them in their financing.

However, on August 11, 1959 Portsmouth Civic Parking Corporation filed a letter of intent to finance and construct this facility and submitted the legal documents for review and approval on August 20, 1959. These are presently under review and recommendations based thereon may be expected at an early date.

Under this proposal the physical and financial characteristics of the project will be as follows:

Location: The subsurface of Portsmouth Plaza, fronting on Kearny Street between Washington and Clay Streets.

Capacity: Self-parking - 500 stalls
Attendant-Parking - 800 stalls

Size: Three underground levels and mezzanine

Land cost: None. Property City-owned

Estimated Construction Cost: $3,000,000

Operation: Self-parking

Proposed Rate Schedule: To be determined.

It is estimated construction can start in December, 1959 and be completed within twelve to fourteen months thereafter.

The foregoing new off-street parking projects completed or under development jointly by the Authority, the City and private business during the past year may be summarized as follows:

Fifth and Mission Garage	1,083 parking stalls
Sutter-Stockton Garage	932 parking stalls
Civic Center Underground Garage	1,461 parking stalls
Portsmouth Square Underground Garage	800 parking stalls
	4,276 parking stalls

When all are completed, these projects added to those previously completed and in operation under this method, will make a total of 6,813 new off-street parking spaces in San Francisco provided, since its establishment, under the Parking Authority's policy of public-private financing and operation.

Policy Point #3. Direct public financing and construction..... Including site acquisition, where private construction was not or could not be undertaken.

No construction under this category was undertaken during this past fiscal year except the provision of 8,500 special event parking stalls at Candlestick Park which is noted below in more detail. Past construction under this category consists of:

Mission-Bartlett Parking Plaza	250 parking stalls
Lakeside Village Parking Plaza	49 parking stalls
7th and Harrison Parking Plaza	354 parking stalls
	653 parking stalls

Policy Point #4. Operation of completed facilities. (if required)

Neither during the past year, nor at any time, has it been found necessary to resort to public operation of parking facilities provided under the San Francisco parking program. In all cases, operation has been entrusted to private lessees.

Accomplishments to date under the foregoing program may be summarized as follows:

1. Private Financing

1) Completed:

a) 1958-59	1,799 parking stalls
b) 1949-58	6,997 parking stalls
c) Total	8,796 parking stalls

11) Under Development:

a) Construction begun 1958-59	1,140 parking stalls
b) Other stages of development	- -
c) Total	1,140 parking stalls

111) Total Under #1 — 9,936 parking stalls

2. Public-Private Financing

1) Completed:

a) 1958-59	1,083 parking stalls
b) 1949-58	3,620 parking stalls
c) Total	4,703 parking stalls

11) Under Development:

a) 1958-59	3,193 parking stalls
b) Other	- -
c) Total	3,193

111) Total Under #2 — 7,896 parking stalls

3. Public Financing

1) Completed:

a) 1958-59	- -
b) 1949-58	653 parking stalls
c) Total	653 parking stalls

4. GRAND TOTAL — 18,485 parking stalls

5. Itemized Grand Total, completed or under immediate development:

1) Completed, all methods:

a) 1958-59	2,882 parking stalls
b) 1949-58	11,270 parking stalls
c) Total	14,152 parking stalls

11) Under Development, all methods:

a) 1958-59	4,333 parking stalls
b) Other	- -
c) Total	4,333 parking stalls

111) GRAND TOTAL, all methods — 18,485 parking stalls

The actual and projected total cost of this program is approximately $35,000,000, of which, under the Parking Authority's program and policy, only about $5,000,000 required public financing; roughly only about 14% of the total.

Neighborhood District Parking

The past year witnessed an active and continuing campaign on the part of the Authority to establish a parking program for the neighborhood district retail shopping districts.

Originally, the districts had requested a total of 3,920 parking stalls at an estimated cost of $8,120,000.

The Parking Authority, the Board of Supervisors and your Administration recognized the strong claim for parking relief manifested by the districts and a mutual decision was reached on the necessity of two basic steps toward its solution. These were:

1. The institution of an increased parking meter rate for the purpose of securing additional funds for the continuance of the off-street parking program. Consequently the meter rates were increased from 5¢ for 40 minutes to 5¢ for 20 minutes in the 40-minute parking limit zones and from 5¢ for 60 minutes to 5¢ for thirty minutes in the 60-minute parking limit zones. Provision was made for the use of pennies and dimes, as well as nickels. The new rates became effective in February, 1959 and the required mechanical changes will be fully completed in November of this year. The legislation provided that: "All revenues in excess of $938,000 received during any fiscal year shall be transferred to a special fund to be known as the 'Off-Street Parking Fund'." Gross collections under the new rates have so far represented an average increase of approximately 54% over the above base figure.

2. The assignment of top priority to the financing of the neighborhood district parking program from the newly established Off-Street Parking Fund.

In order that this program might be fully implemented with all necessary supporting information, a supplemental appropriation in the amount of $10,000 was approved by yourself and the Board of Supervisors to defray the cost of a comprehensive engineering study by the City Engineer. This study will be completed this month and is to include the following for the 43 neighborhood retail shopping districts of the City.

Estimates of unsatisfied parking demand.

Recommended new parking capacities.

Recommended general new parking locations.

Estimates of land cost for recommended new parking facilities.

Estimates of construction cost for recommended new parking facilities.

Recommended parking rates and operating methods for such facilities.

Estimated gross revenues.

Estimated Operating costs.

Estimated new operating income.

In the formulation of the final program, the Parking Authority will be guided in making its recommendations by an evaluation of all of the factors involved.

New Special Event Parking

During the year the Parking Authority has acted as advisor to the Recreation and Park Commission and the City in the development of operating plans and the operating lease for the 8,500-car parking area to serve the new baseball stadium at Candlestick Park.

Comparative Results to Date

From the foregoing, it is shown that 18,485 new off-street parking spaces will have been completed since October, 1949 under the Authority program by the close of 1960. This new construction represents approximately two times the total amount of off-street parking existing in the downtown San Francisco business area ten years ago. The De Leuw, Cather study reported 9,388 off-street parking spaces in the Central Parking District in 1948.

The net effect of the new parking construction resulted in an inventory furnished by the City Engineer of 19,141 off-street parking spaces in the San Francisco Downtown Business District as of June 23, 1959. This inventory may be expected to increase to 20,000 spaces in 1960. The actual increase of off-street parking space as of the end of the 1958-1959 fiscal year was 103%, which was accomplished during a period that San Francisco automobile registrations were increasing only 26%, from 246,976 (1948) to 313,377 (1958). Nevertheless, the wide gap representing excess of parking demand over supply is expected to remain for the foreseeable future and indicates a pressing need for more off-street parking in the downtown, as well as the neighborhood, districts.

The Future Parking Program

On June 25, 1959, in an interim report, the Authority advised you of the new downtown parking space requirements as of the year 1960. Making due allowance for the balance between increasing production and increasing demand, those estimates are presented here unchanged.

Additional Downtown Parking
Space Requirements
(as of the year 1960)

Short-time parking	11,119 parking stalls
All-day parking	22,238 parking stalls
Total	33,357 parking stalls

A Downtown Liaison Parking Committee composed of representatives of the Building Owners and Managers Association, Down Town Association, San Francisco Chamber of Commerce and the San Francisco Real Estate Board has been set up to advise on ways and means of expanding and financing the downtown parking program.

Parking Automobiles, the Major Objective

Although the public parking program is only at its inception with the 2,999 parking spaces provided at Civic Center Auto Park, Fifth and Mission Parking, Marshall Square Auto Park, Mission-Bartlett Parking Plaza, St. Mary's Square Garage, Lakeside Village Parking Plaza, Forest Hill Parking Plaza and Seventh and Harrison Parking Plaza, a very extensive parking service has already been extended to the motorists of San Francisco and the Bay Area, witness the following report of service rendered:

Automobiles Parked:	Calendar Year 1953-54	Calendar Year 1955-56	Calendar Year 1957-58	Calendar Year 1/1-7/1/59	Calendar Year Totals
Civic Center Auto Park opened 12/18/53	913(53) 96,801(54)	101,433(55) 113,025(56)	128,317(57) 121,040(58)	55,404	616,933
Fifth & Mission Parking opened 8/28/58			252,899(58)	354,494	607,393
Marshall Square Auto Park opened 9/16/58			16,552(58)	29,776	46,328
Mission-Bartlett Parking Plaza opened 7/30/53	92,483(53) 238,852(54)	212,813(55) 208,715(56)	194,569(57) 185,175(58)	90,458	1,223,065
St. Mary's Square Garage opened 5/12/54	115,205(54)*	281,118(55) 292,296(56)	336,360(57) 384,661(58)	195,049	1,604,689
Lakeside Village Parking Plaza opened 9/27/56		12,000(56)	57,500(57) 57,500(58)	28,750	155,750**

Automobiles Parked:	Calendar Year 1953-54	Calendar Year 1955-56	Calendar Year 1957-58	Calendar Year 1/1-7/1/59	Calendar Year Totals
Forest Hill Parking Plaza opened July, 1957			11,475(57) 22,950(58)	11,475	45,900**
7th & Harrison Parking Plaza opened April, 1958			14,669(58)	15,834	30,503
Total Automobiles Parked	544,254	1,221,400	1,783,667	781,240	4,330,561

*Garage has no record of autos parked for May and June, 1954.
**Estimated, as no actual count taken of this facility.

RECAP:

	Calendar Year 1953-54	Calendar Ye r 1955-56	Calendar Year 1957-58	Calendar Year 1/-7/1/59	Calendar Year Totals
Automobiles Parked all projects 1953-54	544,254				
Automobiles Parked all projects 1955-56		1,221,400			
Automobiles Praked all projects 1957-58			1,783,667		
Automobiles Parked all projects 1959 (to 7/1/59)				781,240	
Total Automobiles Parked all projects					4,330,561

The Parking Bond Fund Financial Report

For your additional information, we show:

1. Revenues from public parking projects:

	1958-59	Total
Civic Center Auto Park		
Income Received	$43,432.62	$211,314.82
Taxes Received (1959-60)	1,914.22	
Taxes Received Total		11,024.26
	$45,346.84	$222,339.08
Mission-Bartlett Parking Plaza		
Income Received	$23,135.78	$126,116.34
Taxes Received (1959-60)	48.33	
Taxes Received Total		512.51
	$23,184.11	$126,628.85
St. Mary's Square Garage		
Income Received	$26,673.19	$120,633.67
Taxes Received (1959-60)	38,224.94	
Taxes Received Total		158,396.30
	$64,898.13	$279,029.97
Lakeside Village Parking Plaza		
Income Received	$ 1,980.00	$ 5,445.00
Taxes Received (1959-60)	- - -	
Taxes Received Total		- - -
	$ 1,980.00	$ 5,445.00
7th & Harrison Parking Plaza		
Income Received	$ 9,264.49	$ 12,442.77
Taxes Received (1959-60)	- - -	
Taxes Received Total		- - -
	$ 9,264.49	$ 12,442.77
Forest Hill Parking Plaza		
Income Received	$ 804.00	1,608.00
Taxes Received (1959-60)	- - -	
Total Taxes Received		- - -
	$ 804.00	$ 1,608.00
***Alameda-York Parking Plaza**		
Income Received	$ 9,953.23	$13,858.95
Taxes Received (1959-60)	- - -	
Taxes Received Total		- - -
	$ 9,953.23	$13,858.95

1. Revenues from Public Parking Projects (contd.):

Marshall Square Parking Plaza	1958-59	Total
Income Received	$ 20,853.19	$ 20,853.19
Taxes Received (1959-60)	- - - -	
Taxes Received Total		- - - -
	$ 20,853.19	$ 20,853.19
GRAND TOTAL		
Income Received	$136,096.50	$512,272.74
Taxes Received (1959-60)	40,187.49	
Taxes Received Total		169,933.07
	$176,283.99	$682,205.81

*This is a temporary installation of 300 parking spaces at Seals Stadium for the Giants' baseball games furnished through the courtesy of Hamm Brewing Company. It will be discontinued upon the opening of the new baseball stadium at Candlestick Park.

The foregoing income has been deposited in the General Fund insofar as tax amounts and tax reimbursements are concerned. The balance of $138,668.53 has been deposited in the Parking Bond Fund.

2. Present status of Parking Bond Fund:

Appropriated	$5,229,384.59
Original Bond Fund	5,000,000.00
Deposited to Account	$ 229,384.59
Air Rights - St. Mary's Square Garage	99,890.00
	$ 129,494.59
Unappropriated	9,173.94
Rentals	$ 128,668.53
Expenditures as of 6/30/59	$5,222,560.98
Encumbered	6,625.16
Unencumbered	6.19
Total Allotted to date	$5,229,192.33
Reserve	- - - - -
Unalloted balance of appropriation	192.26
Total appropriated	$5,229,384.59

Balance Sheet

Gross Income from all Projects (6/30/59)

Rent	$136,096.50	
Taxes	40,187.49	
Other sources	117,856.62	$294,140.61

Costs and Expenses

Tax Roll Deduction	$104,234.00	
Parking Authority Current Operating	42,660.00	
Parking Authority Supp. Approp.	10,198.00	$157,092.00
Net Income		$137,048.61

Acknowledgement

The Parking Authority wishes to express its appreciation and to acknowledge the cooperation and assistance of yourself, the members of the Board of Supervisors, the City Attorney, Controller, Chief Administrative Officer, Director of Property, Director of Public Works, Director of Planning, City Engineer, the private garage industry, the public spirited citizens compromising the corporations sponsoring many major projects, and others who have given so generously of their time and contributed so greatly to the advancement of its program during the past year.

Respectfully submitted,

For the Parking Authority of the
City and County of San Francisco

By Vining T. Fisher

Vining T. Fisher
General Manager

VTF:he
Encs.

THE PARKING AUTHORITY of the
CITY AND COUNTY OF SAN FRANCISCO

GEORGE CHRISTOPHER, MAYOR

536 GOLDEN GATE AVENUE - SAN FRANCISCO 2, CALIFORNIA - PROSPECT 6-1565

September 12, 1960

Report to Honorable George Christopher, Mayor
City and County of San Francisco

Statement of Activities of the Parking Authority
City and County of San Francisco
Fiscal Year Ending June 30, 1960

Dear Mayor Christopher:

The report of the San Francisco Parking Authority for the fiscal year 1959-60, together with supplemental information you have requested, is herewith respectfully submitted.

The financial report is set forth in the attached copies of the Authority's four quarterly financial reports.

The major accomplishments and activities of the Authority for the past year are shown below. These have been classified according to the Authority's four-point policy and program adopted March 8, 1950.

Policy Point No. 1. Stimulation of and cooperation with private enterprise to finance and construct the facilities required under the off-street parking program.

New Parking Facilities
Reported Completed and Placed in Operation
since July 1, 1959

Howard Street, between Third and Fourth Streets (parking lot)	300 stalls
Hilton Hotel Site (parking lot)	385 "
Jack Tar Hotel (garage)	400 "
Zellerbach Building (garage)	175 "
John Hancock Building (garage)	55 "
Bethlehem Steel Building (garage)	287 "
Cahill Construction Company Building (garage)	175 "
Park-U-Self, Howard and Folson Streets (parking lot)	200 "
Park-U-Self, Davis Street (parking lot)	65 "
Selfpark System, 11 Broadway (parking lot)	120 "
1299 Franklin Street (parking lot)	72 "
33 Tehama Street (parking lot)	32 "
Shipley Street between 4th and 5th Streets (parking lot)	110 "

September 11, 1980

Report to Honorable George Deukmejian, Mayor
City and County of San Francisco

Statement of Activities of San Francisco Redevelopment
City and County of San Francisco
Fiscal Year Ending June 30, 1980

Dear Mayor Deukmejian:

The report of the San Francisco Housing Authority for the fiscal year 1979-80, together with supplemental information you have requested, is hereby respectfully submitted.

The financial report is set forth in the attached copies of the Authority's four quarterly financial reports.

The major accomplishments and activities of the Authority for the past year are given below. These have been classified according to the Authority's four-point policy and program adopted March 4, 1976.

Policy Point No. 1: Maintenance of the production of low-income housing units
Maintenance of housing for senior citizens
Development of housing for the elderly
Housing assistance

The Housing Facilities
Managed, Completed and Planned to Completion
(As of July 1, 1980)

Hunters Point, Hillside Tract and Bayview Terrace (Housing Act)	300 units	
Bayview Hunters Point (Housing Act)	60	4
Sunset Terrace (Housing Act)	60	4
Valencia Gardens (Housing Act)	195	6
John Adams Building (Housing)	50	3
Potrero Terrace Building (Housing)	200	7
Donald Chinatown Housing Building (Housing)	97	4
Hunters Point, Phase 2 and Potrero Terrace (Housing Act)	300	4
Hunters Point, Phase 3 (Housing Act)	50	4
Sutter Square, 22 Housing (Housing Act)	120	4
1000 Jennifer Street (Housing Act)	72	4
27 Thomas Street (Housing Act)	12	4
Midtown Square Gardens (Housing Act)	120	7

8th and Stevenson Streets (parking lot)	120	stalls
Folsom Street between Main and Spear Streets (parking lot)	83	"
719-727 Howard Street (parking lot)	20	"
13th and Bryant Streets (parking lot)	27	"
11th, 13th and Bryant Streets (parking lot)	45	"
Natoma and 2nd Streets (parking lot)	87	"
Grace Street between Mission and Howard Streets (parking lot)	50	"
South Park and 2nd Streets (parking lot)	25	"
Davis Street at Broadway (parking lot)	32	"
Main Street between Howard and Folsom Streets (parking lot)	105	"
Van Ness Avenue and Turk Street (parking lot)	15	"
Vallejo Street and Emery Lane (parking lot)	15	"
Montgomery and Washington Streets (parking lot)	84	"
2729 Van Ness Avenue (parking lot)	25	"
631 Sacramento Street (parking lot)	50	"
155 Sacramento Street (parking lot)	63	"
	3,222	stalls

These additions brought the total of new off-street parking spaces provided under this phase of the Authority's program since October 6, 1949 to 12,020 parking stalls

Policy Point No. 2. Public cooperation with private enterprise to provide off-street parking by public provision of garage sites and private provision of the construction financing.

The following four major downtown parking projects have been completed under this policy category.

In each case, operation is or will be by a non-profit corporation with any profit accruing to the City and County of San Francisco.

Fifth and Mission Garage

This project was completed and dedicated August 27, 1958 under an agreement between the City of San Francisco Downtown Parking Corporation, a non-profit organization of businessmen and property owners, and the City and County of San Francisco. Under agreement, the Authority acted as agent for the City and County in all negotiations.

6th and Stevenson Streets (parking lot)	130	stalls
Folsom Street between Main and Spear Streets (parking lot)	61	"
700-727 Howard Street (parking lot)	60	"
14th and Bryant Streets (parking lot)	27	"
11th, 12th and Bryant Streets (parking lot)	15	"
Folsom and 2nd Streets (parking lot)	17	"
Fremont Street between Harrison and Howard Streets (parking lot)	50	"
South Park and 2nd Streets (parking lot)	60	"
Davis Street at Broadway (parking lot)	32	"
Main Street between Howard and Folsom Streets (parking lot)	103	"
Van Ness Avenue and Turk Street (parking lot)	17	"
Valencia Street and Liberty Lane (parking lot)	16	"
Fremont Street and Harrison Streets (parking lot)	34	"
2421 Van Ness Avenue (parking lot)	25	"
611 Brannan Street (parking lot)	30	"
1551 Sacramento Street (parking lot)	63	"
	1,122	stalls

These additions brought the total of our off-street parking spaces provided under this phase of the authority program since October 1, 1959 to 12,000 parking stalls.

Policy Point No. 2: Policy on parking with private enterprise to provide difference parking by municipalities or public agencies and private enterprise in the redevelopment differential.

The following four is a tentative policy which has been completed under this policy category.

In each case, operation [illegible] will be by a nonprofit corporation with any profit accruing to the City and County of San Francisco.

Fillmore and Mission Garage

This project was completed and dedicated August 27, 1960 under an agreement between the City of San Francisco Redevelopment Parking Corporation, a non-profit organization of businessmen and property owners, and the City and County of San Francisco. Under agreement, the Authority acts as agent for the City and County in all negotiations.

Basic physical and financial project data are as follows:

Location: Southeast corner of Fifth and Mission Streets, within one block of San Francisco's $100,000,000 a year retail block, Market Street between Fourth and Fifth Streets.

Capacity: 1,083 parking stalls

Land Cost: $1,600,000 (approximate)
(public)

Building Cost: $1,500,000
(private)

Total Construction Costs: $2,135,000
(private)

Construction: Open type reinforced concrete

Operation: Customer self-parking

Parking Rates: 15¢ an hour; $1.25 maximum 24 hours; $17.50 month; $15.00 month night fleet rate

The garage was financed and built by the Wm. J. Moran Company. It is being operated by S. E. Onorato, Incorporated.

It provides customer self-parking on four roomy levels with a total capacity of 1,083 parking stalls. It is operated on a non-profit basis at low parking rates intended to provide necessary public service and attract continuing patronage to the City's most substantial business area.

During the past fiscal year the operating figures show:

Number of automobiles parked	810,846
Gross Revenues	$426,226.65

On the basis of these figures, the gross revenues for the year exceeded the engineer's estimates for the year 1970 by 27%.

The question of adding additional parking floors is under study at this time.

Civic Center Plaza Garage

Basic facts pertaining to this project are:

Location: The subsurface of the north half of Civic Center Plaza

Capacity: Self-parking - 954 stalls
Attendant-parking - 1,461 stalls

Honorable George Dantzler
Page 3
September 12, 1960

Radio Station WMOX (Atlanta) and TV Channel 2 (Atlanta) are as follows:

Location: Approximately seven miles [illegible] Atlanta, Georgia. Station is located [illegible] Atlanta, Georgia, on a four acre tract [illegible] Atlanta Georgia and Fifth Street.

Capacity: 1,000 public seats

Land Cost: $1,000.00 (approximate) (public)

Building Cost: $1,000,000 (private)

Total Construction Cost: $2,[illegible] (private)

Construction: Open type reinforced concrete

Parking: Outdoor self-parking

Equipment: [illegible] Black Diamond [illegible]
[illegible] seats; $[illegible] total digital fiber [illegible]

The stage was financed and built by the [illegible] Company. It is being operated by [illegible] Theatres, Incorporated.

It provides outdoor self-parking on four-story levels with a total capacity of 1,000 parking spaces. It is operated on a concessionaire basis as the parking rates [illegible] to provide necessary [illegible] and without contributing revenue to the City's very substantial [illegible] area.

During the past fiscal year the operation [illegible] revenue:

Number of automobiles parked [illegible]

Gross revenue [illegible]

On the basis of lower income, the [illegible] the [illegible] the engineers estimates for the year [illegible] by [illegible].

The operation of [illegible] additional parking [illegible] is [illegible] this time.

Civic Center Plaza Garage

Basic data pertaining to this project are:

Location: The [illegible] of the [illegible] of Civic Center Plaza.

Capacity: Self-parking - [illegible]
Attendant-parking - 1,[illegible] cars

Land Cost: None. Property City-owned

Construction Cost: $4,500,000

Construction: Reinforced concrete. Three underground levels.

Operation: Customer self-parking. Parking, sales and services.

The City had a contract with the City of San Francisco Civic Plaza Parking Corporation to finance and construct this garage. The City will be the operating lessee for the first 10 years, the Corporation for the period subsequent thereto and prior to full debt retirement. Operation is by System Auto Parks and Garages, Inc.

The garage was opened for business March 1, 1960. Business for the first four months has been as follows:

Number of automobiles parked	50,282
Gross Revenues	$40,002.18

It should be noted that the operating efficiency and success of this project cannot be evaluated until the Plaza surface restoration is completed, adequate advertising signs can be installed, and important area improvements completed, such as construction of the new Federal Office Building. In the meantime, the Authority is exerting every effort to coordinate and accomplish the introduction of a program of interim operating improvements.

Sutter-Stockton Garage

This project is being built under an agreement between the City of San Francisco Uptown Parking Corporation, a non-profit corporation, and the City and County. The Parking Authority is acting as agent for the City and County in this matter. Operation will be by System Auto Parks and Garages, Inc. acting for the operating lessee, the Corporation.

Basic particulars of this project are:

Location: 55,385 square feet of land extending east from Stockton Street in the block bounded by Sutter, Stockton, Bush Streets and Grant Avenue.

Capacity: 932 parking stalls

Land Cost (public): $2,550,000

Construction Cost (private): $3,680,000

Construction: Open type reinforced concrete

Honorable George Christopher
Page 4
September 16, 1960

Land Use: Mixed, Property Diversified

Zoning: [illegible]

Condemnation: Authorized [illegible]

Complaints: Customer complaints, Parking, noise and traffic.

The City has a contract with the City of San [illegible] for parking supervision in [illegible] and [illegible] this [illegible]. The City will be the operating lessee for the first 10 years, by [illegible] for the general subcommittee [illegible] and prior to full [illegible] authorization. Operation is by [illegible] Auto Parks and Garages, Inc.

The [illegible] was opened for business March 1, 1960. Business for the first four months has been as follows:

Sales of subscription [illegible]	[illegible]
Gross Revenue	$40,000.00

It should be noted that the operating [illegible] and success of this project cannot be evaluated until the first [illegible] year [illegible] completed. A [illegible] advertising plan can be [illegible], and [illegible] are [illegible] completed, such as construction of the new [illegible] Building. In the meantime, the Authority is [illegible] every effort to encourage and [illegible] the introduction of a program to [illegible] operation [illegible].

Additional Information:

This project is being built [illegible] an [illegible] [illegible] as [illegible] [illegible] Parking Corporation, a [illegible] [illegible] and the City and County. The Parking Authority is acting as agent for the City and County in this matter. Operation will be by Auto Parks and Garages, Inc. acting for the operating lessee, the Corporation.

Basic publications of this project are:

Location: [illegible] square feet of land [illegible] [illegible] Stockton Street [illegible] Stockton, [illegible] Stockton and Grant Avenue.

Capacity: 322 [illegible] units.

Cost: [illegible]
(public)

Construction Cost: [illegible]
(private)

Financing: [illegible] [illegible]

Operation: Customer self-parking

Parking Rates: 1 hour 25¢; 20¢ an hour thereafter

The garage will be 75% complete by November 15, 1960 and the official opening has been set for that date.

Portsmouth Square Underground Garage

On August 11, 1959, Portsmouth Civic Parking Corporation filed a letter of intent to finance and construct this facility and submitted the legal documents for review and approval on August 20, 1959. This offer was accepted and will become effective upon a favorable outcome of the litigation now pending. Already favorable decisions have been given by the Superior and Appellate Courts.

Under this proposal, the physical and financial characteristics of the project will be as follows:

Location: The subsurface of Portsmouth Plaza, fronting on Kearny Street between Washington and Clay Streets.

Capacity: Self-parking - 500 stalls
Attendant-parking - 800 stalls

Size: Three underground levels and mezzanine.

Land cost: None. Property City-owned.

Estimated Construction Cost: $3,000,000

Operation: Self-parking

Proposed Rate Schedule: To be determined.

Construction can start immediately after the termination of litigation and can be completed within twelve to fourteen months thereafter.

The foregoing new off-street parking projects completed or under development jointly by the Authority, the City and private business may be summarized as follows:

Fifth and Mission Garage	1,083 parking stalls
Sutter-Stockton Garage	932 parking stalls
Civic Center Plaza Garage	1,461 parking stalls
Portsmouth Square Underground Garage	800 parking stalls
	4,276 parking stalls

When all are completed, these projects added to those previously completed and in operation under this method will make a total of 6,813 new off-street parking spaces in San Francisco provided, since its establishment, under the Parking Authority's policy of public-private financing and operation.

Location: [illegible] Wellington

Opening Date: [illegible] 2001 [illegible] on June [illegible]

The [illegible] will be [illegible] by December 31, [illegible] the [illegible] opening date [illegible] for [illegible] date.

Intermediate Income Housing Program

On August 11, 1969, Intermediate Civic Building Corporation filed a letter of intent to finance and construct this facility and certified the legal [illegible] for review and approval on August 20, 1969. Site [illegible] be required and will become effective upon a favorable outcome of the [illegible] now pending. Already favorable decisions have been given by the [illegible] and Appellate Courts.

Under this proposal, the physical and financial construction of the project will be as follows:

Location: [illegible] of Forsaken Plain, bounded on [illegible] Street, [illegible] Boulevard and City Street.

Acreage: [illegible] - 100 acres
[illegible] - 100 acres

Size: Three [illegible] and [illegible].

Land costs: None. [illegible].

Estimated Construction Costs: $[illegible]

Location: [illegible]

Architect: [illegible]

Construction can start immediately after the [illegible] of [illegible]. [illegible] can be completed within [illegible] by [illegible] [illegible].

The [illegible] are estimated [illegible] completed [illegible] development jointly by the [illegible], [illegible] above may be [illegible] as follows:

Fifth and [illegible] Garage	[illegible] parking stalls
[illegible] Garage	950 parking stalls
[illegible]	[illegible] parking stalls
[illegible] Garage	500 parking stalls
	[illegible] parking stalls

When all are completed, [illegible] will be [illegible] completed and in operation [illegible] will [illegible] a total of [illegible] [illegible] in the [illegible] [illegible] the [illegible] [illegible] [illegible] [illegible].

Policy Point No. 3. Direct public financing and construction..... including site acquisition, where private construction was not or could not be undertaken.

No construction under this category was undertaken during this past fiscal year.

The 8,500 special event parking stalls at Candlestick Park are considered a special case and are not carried as an increment of the general parking program.

Past construction then under this category consists of:

Mission-Bartlett Parking Plaza	250 parking stalls
Lakeside Village Parking Plaza	49 parking stalls
7th and Harrison Parking Plaza	354 parking stalls
	653 parking stalls

Policy Point No. 4. Operation of completed facilities. (if required)

Neither during the past year, nor at any time, has it been found necessary to resort to public operation of parking facilities provided under the San Francisco parking program. In all cases, operation has been entrusted to private lessees.

Accomplishments to date under the foregoing program may be summarized as follows:

1. Private Financing

1) Completed:	
a) 1959-60	3,222 parking stalls
a) 1949-59	8,798 parking stalls
c) Total	12,020 parking stalls
11) Total Under No. 1	12,020 parking stalls

2. Public-Private Financing

1) Completed:	
a) 1959-60	1,461 parking stalls
b) 1949-59	4,703 parking stalls
c) Total	6,164 parking stalls
11) Under Development:	
a) 1959-60	1,732 parking stalls
111) Total Under No. 2	7,896 parking stalls

Policy Point No. 3. Private vehicle financing and operating incentives
[illegible] are especially [illegible] where private
construction [illegible] not [illegible] for industrial.

No construction under this category has taken place during the past fiscal year.

The 6,500 special area parking stalls at Candlestick Park are considered a special case and are not counted as an increase of the general parking program.

Last construction than under this category consists of:

Fisherman's Wharf Parking Place	200 parking stalls
Lombard-Gateway Parking Place	[illegible] parking stalls
7th and Harrison Parking Place	[illegible] parking stalls
	[illegible] parking stalls

Policy Point No. 4. Operation of municipal facilities. ([illegible] equipment)

Nothing during the past year, or at any time, has it been found necessary to resort to public operation of parking facilities provided under the San Francisco parking program. In all cases, operation has been contracted to private interests.

Incentive [illegible] to date under the downtown program may be summarized as follows:

1. Private financing

a) Completed

a) 1959-60	[illegible] parking stalls
b) 1960-61	[illegible] parking stalls
c) Total	[illegible] parking stalls

ii) Total Under No. 1 — [illegible] parking stalls

2. Municipal-private financing

i) Completed

a) 1959-60	[illegible] parking stalls
b) 1960-61	[illegible] parking stalls
c) Total	[illegible] parking stalls

ii) Under Development

a) 1961-62	[illegible] parking stalls

iii) Total Under No. 2 — [illegible] parking stalls

3. Public Financing

1) Completed:

a)	1959-60	- - - parking stalls
b)	1949-59	653 parking stalls
c)	Total	653 parking stalls

4. GRAND TOTAL 20,569 parking stalls

The actual and projected total cost of this program is approximately $36,000,000, of which, under the Parking Authority's program and policy, only about $5,000,000 required public financing; roughly only about 14% of the total.

Neighborhood District Parking

The past year witnessed continuation of the campaign on the part of the Authority to establish a parking program for the neighborhood district retail shopping districts.

Originally, the districts had requested a total of 3,920 parking stalls at an estimated cost of $8,120,000. These estimates were reduced to the following amounts in the City Engineer's report issued in September, 1959:

Summary of Recommendations:

Number of neighborhoods to be served	24
Number of parking lots to be installed	55
Number of parking spaces to be provided	2,080
Estimated project cost	$7,000,000
Estimated annual maintenance cost	$ 76,650
Estimated annual revenue	$ 104,000

On March 31, 1960, the Parking Authority again modified the program in the interest of efficiency and economy. The neighborhood program now under development provides for 49 parking lots, comprising 1,459 parking stalls, located in 21 neighborhood shopping districts.

This is considered sufficient to meet the neighborhood shopping district parking need for the next 10 years.

Estimated costs are:	Project	$4,912,500
	Annual Maintenance	$ 59,300
	Annual Revenue	$ 72,950

The bulk of the cost is planned to be met from surplus parking meter revenues provided by the January 1, 1959 increase in curb parking meter rates.

3. Public Hearings

(1) Conclusion:

a) [illegible]	[illegible] parking spaces
b) [illegible]	[illegible] parking spaces
c) Total	[illegible] parking spaces

4. [illegible] Point [illegible] parking spaces

The actual and projected total cost of this project is approximately $20,000,000, of which, under the Parking Authority's programs and policy, only about $[illegible],000,000 requires public financing; really only about 10% of the total.

Neighborhood Shopping Districts

The past year witnessed continuation of the campaign on the part of the Authority to establish a parking program for the neighborhood district retail shopping districts.

Originally, the districts had requested a total of 1,950 parking stalls at an estimated cost of $[illegible]. These requests were reduced to the following amounts in the City Engineer's report issued in September, 1960:

Inventory of Neighborhoods:

Number of neighborhoods to be served	[illegible]
Number of parking lots to be installed	59
Number of parking spaces to be provided	2,650
Estimated project cost	$[illegible],000,000
Estimated annual maintenance cost	$ [illegible],000
Estimated annual revenue	$ [illegible],000

On March 11, 1960, the Parking Authority again solicited the property in the interest or sufficiency and economy. The neighborhood property was [illegible] provided for by parking lots, conforming [illegible] parking stalls located in 21 neighborhood shopping districts.

This is considered sufficient to meet the neighborhood shopping district parking need for the next 10 years.

Estimated costs plus Project	$[illegible],912,500
Annual Maintenance	$ [illegible],000
Annual Revenue	$ [illegible],550

The bulk of the cost is planned to be met from surplus parking meter revenue provided by the January 1, 1959 increase in such parking meter rates.

Comparative Results to Date

From the foregoing, it is shown that 20,569 new off-street parking spaces will have been completed since October, 1949 under the Authority program by the close of 1960. This new construction represents more than two times the total amount of off-street parking existing in the downtown San Francisco business area ten years ago. The De Leuw, Cather study reported 9,388 off-street parking spaces in the Central Parking District in 1948. Nevertheless, the wide gap representing excess of parking demand over supply is expected to remain for the foreseeable future and indicates a pressing need for more off-street parking in the downtown, as well as the neighborhood districts.

The Future Parking Program

On June 25, 1959, in an interim report, the Authority advised you of the new downtown parking space requirements as of the year 1960. Making due allowance for the balance between increasing production and increasing demand, those estimates are presented here unchanged.

Additional Downtown Parking
Space Requirements
(as of the year 1960)

Short-time parking	11,119 parking stalls
All-day parking	22,238 parking stalls
Total	33,357 parking stalls

A Downtown Liaison Parking Committee composed of representatives of the Building Owners and Managers Association, Down Town Association, San Francisco Chamber of Commerce and the San Francisco Real Estate Board has been set up to advise on ways and means of expanding and financing the downtown parking program.

Golden Gateway

The next new major downtown public parking development will be the 1,300-car garage planned by the San Francisco Redevelopment Agency for the Golden Gateway. The Parking Authority has been cooperating closely with the Redevelopment Agency on this project during the past year at the Agency's request.

Western Addition

The Parking Authority is also engaged with the Redevelopment Agency in the development of a 500-car underground public parking garage to be constructed in connection with the Japanese Cultural Center in the Western Addition. This facility is intended to serve the Fillmore Street Shopping District, as well as the Cultural Center and thus become an integral part of the City's Neighborhood Parking Program.

Comparative Growth to Date

From the foregoing, it is shown that 20,000 new off-street parking spaces will have been constructed since October, 1960 under the Authority program by the close of 1960. This new construction represents more than one-third the total source of off-street parking existing in the downtown San Francisco business area two years ago. The De Leuw, Cather study reported 5,500 off-street parking spaces in the Central Parking District in 1958. Nevertheless, the wide and rapidly-growing excess of parking demand over supply is expected to result in the foreseeable future and indicates a pressing need for more off-street parking in the downtown, as well as the neighborhood districts.

The Future Parking Program

On June 23, 1959, in an interim report, the Authority indicated the size of the new downtown parking space requirements as of the year 1980. Making due allowance for the balance between increasing population and increasing income, those estimates are presented here unchanged.

Additional Downtown Parking
Space Requirements
As of the Year 1980

Short-time parking	4,113 parking stalls
All-day parking	22,222 parking stalls
Total	26,335 parking stalls

A Downtown Liaison Parking Committee composed of representatives of the building owners and managers association, Downtown Association, San Francisco Chamber of Commerce and the San Francisco Real Estate Board has been set up to advise on ways and means of expanding and financing the downtown parking program.

Golden Gateway

The next new major downtown public parking development will be the 1,200-car garage planned by the San Francisco Redevelopment Agency for the Golden Gateway. The Parking Authority has been cooperating closely with the Redevelopment Agency on this project during the past year at the Agency's request.

Western Addition

The Parking Authority is also engaged with the Redevelopment Agency in the development of a Fillmore underground public parking garage to be constructed in connection with the Japanese Cultural Center in the Western Addition. This facility is intended to serve the Fillmore Street Shopping District, as well as the Cultural Center and thus become an integral part of the City's redevelopment parking program.

City Ownership

Both of the foregoing garages are to be deeded to the City and County of San Francisco by the developers and will be operated under City jurisdiction, rates and operating controls.

New Parking Goals for 1961

As noted above and previously in this report, the immediate new parking goals for 1961 under the Parking Authority program are as follows:

1.	Construction of Portsmouth Square Underground Garage	800 parking stalls
2.	Land acquisition and construction of Neighborhood Shopping District Parking Program	1,459 parking stalls
3.	Construction of Golden Gateway Garage No. 1	1,300 parking stalls
4.	Construction of Japanese Cultural Center Underground Garage	500 parking stalls
	Total New Parking Capacity	4,059 parking stalls

Parking Automobiles, the Major Objective

Although the public parking program will be only at its inception with the 5,384 parking spaces provided at Civic Center Plaza Garage, Civic Center Auto Park, Fifth and Mission Garage, Sutter-Stockton Garage, Marshall Square Auto Park, Mission-Bartlett Parking Plaza, St. Mary's Square Garage, Lakeside Village Parking Plaza, Forest Hill Parking Plaza and Seventh and Harrison Parking Plaza, a very extensive parking service has already been extended to the motorists of San Francisco and the Bay Area, witness the following report of service rendered:

Automobiles Parked	Calendar Year 1953-54	Calendar Year 1955-56	Calendar Year 1957-58	Calendar Year 1959-6/30/60	Calendar Year Totals
Civic Center Plaza Garage opened 3/1/60				50,282(60)	50,282
Civic Center Auto Park opened 12/18/53	913(53) 96,801(54)	101,433(55) 113,025(56)	128,317(57) 121,040(58)	110,403(59) 61,700(60)	733,632
Fifth & Mission Parking opened 8/28/58			252,899(58)	768,857(59) 396,483(60)	1,418,239

Conclusion

Both of the Downtown proposals are needed in the City and County of San Francisco to the economic vitality of downtown San Francisco, City jurisdiction, state and regulatory constraints.

Recommendations

As noted above, one proposal is still viable, the remaining one possible (the 1981 under the Planning Commission's proposal are as follows:

1. Construction of Embarcadero Square Underground Garage	600 parking stalls
2. Joint Ventures and cooperatives Redevelopment Company Diversified Property Projects	1,400 parking stalls
3. Construction of Union Square Garage No. 1	1,200 parking stalls
4. Construction of Pacific Telephone Center Underground Garage	500 parking stalls
Total New Parking Capacity	4,000 parking stalls

Existing Inventory in Major Garages

Although the public parking supply will be only in the immediate with the 4,000 parking spaces planned as Union Square Garage, Sutter Garage, Pacific Plaza, Mason and Ellis Garage, Sutter-Stockton Garage, Mandell Square, Lower Grant Plaza, Embarcadero Parking Plaza, St. Mary's Square Garage, Lafayette Parking Plaza, Portsmouth Parking Plaza and Sacramento Parking Plaza, a very conservative parking service has already been included in the proposals of San Francisco and the Bay Area, without the following inventory of available stalls:

Garage	Calendar Year 1979-80	Calendar Year 1980-81	Calendar Year 1981-82	Calendar Year 1982-83
Pacific Plaza			50 stalls	[illegible]
Sutter Garage	[illegible]	[illegible]	[illegible]	[illegible]
Mason Garage	[illegible]	[illegible]	[illegible]	[illegible]
Sutter-Stockton Garage	[illegible]	[illegible]	[illegible]	[illegible]
Mandell Square			[illegible]	[illegible]
Lower Grant Plaza			[illegible]	[illegible]
Embarcadero Square	[illegible]	[illegible]	[illegible]	[illegible]
Lafayette Parking	[illegible]	[illegible]	[illegible]	[illegible]
Pacific Telephone			[illegible]	[illegible]

Automobiles Parked	Calendar Year 1953-54	Calendar Year 1955-56	Calendar Year 1957-58	Calendar Year 1959-6/30/60	Calendar Year Totals
Marshall Square Auto Park opened 9/16/58			16,552(58)	61,299(59) 33,239(60)	111,090
Mission-Bartlett Parking Plaza opened 7/30/53	92,483(53) 238,852(54)	212,813(55) 208,715(56)	194,569(57) 185,175(58)	192,309(59) 87,199(60)	1,412,115
St. Mary's Square Garage opened 5/12/54	115,205(54)*	281,118(55) 292,296(56)	336,360(57) 384,661(58)	394,630(59) 184,376(60)	1,988,646
Lakeside Village Parking Plaza opened 9/27/56		12,000(56)	57,500(57) 57,500(58)	57,500(59) 28,750(60)	213,250**
Forest Hill Parking Plaza opened July, 1957			11,475(57) 22,950(58)	22,950(59) 11,475(60)	68,850**
7th & Harrison Parking Plaza opened April, 1958			14,669(58)	42,843(59) 22,047(60)	79,559
Total Automobiles Parked	544,254	1,221,400	1,783,667	2,526,342	6,075,663

RECAP:

Automobiles Parked all projects 1953-54	544,254				
Automobiles Parked all projects 1955-56		1,221,400			
Automobiles Parked all projects 1957-58			1,783,667		
Automobiles Parked all projects 1959-6/30/60				2,526,342	
Total Automobiles Parked all projects					6,075,663

*Garage has no record of autos parked for May and June, 1954.
**Estimated, as no actual count taken of this facility.

In addition, the parking at Candlestick Park special event parking area was as follows:

Automobiles parked	210,492
Buses parked	2,973
Season parking	354

The Parking Bond Fund Financial Report

For your additional information, we show:

1. Revenues from public parking projects:

	1959-60	Total
Civic Center Auto Park		
Income Received	$46,434.03	$257,748.85
Taxes Received (1960-61)	1,345.37	
Taxes Received Total		12,369.63
	$47,779.40	$270,118.48
Mission-Bartlett Parking Plaza		
Income Received	$24,883.80	$151,000.14
Taxes Received (1960-61)	275.00	
Taxes Received Total		787.51
	$25,158.80	$151,787.65
St. Mary's Square Garage		
Income Received	$27,942.21	$148,575.88
Taxes Received (1960-61)	33,310.58	
Taxes Received Total		191,706.88
	$61,252.79	$340,282.76
Lakeside Village Parking Plaza		
Income Received	$ 1,980.00	$ 7,425.00
Taxes Received (1960-61)	- - - - -	
Taxes Received Total		- - - - -
	$ 1,980.00	$ 7,425.00
7th & Harrison Parking Plaza		
Income Received	$ 7,021.24	$ 19,464.01
Taxes Received (1960-61)	- - - - -	
Taxes Received Total		- - - - -
	$ 7,021.24	$ 19,464.01
Forest Hill Parking Plaza		
Income Received	$ 804.00	$ 2,412.00
Taxes Received (1960-61)	- - - - -	
Taxes Received Total		- - - - -
	$ 804.00	$ 2,412.00

1. Revenues from public parking projects (contd.):

*Alameda-York Parking Plaza	1960-61	Total
Income Received	$ 4,789.59	$ 18,648.54
Taxes Received (1960-61)	- - - - -	
Taxes Received Total		- - - - -
	$ 4,789.59	$ 18,648.54
Marshall Square Parking Plaza		
Income Received	$31,079.75	$ 51,932.94
Taxes Received (1960-61)	- - - - -	
Taxes Received Total		- - - - -
	$31,079.75	$ 51,932.94
GRAND TOTAL		
Income Received	$144,934.62	$657,207.36
Taxes Received (1960-61)	34,930.95	
Taxes Received Total		204,864.02
	$179,865.57	$862,071.38

In addition, the following experience is noted from Candlestick Park, the proceeds of which are paid to the Trustee for the San Francisco Stadium, Inc. to be used for the retirement of the debt. Of this amount, $50,000 is retained by the City and County of San Francisco for structural maintenance and repair of the Stadium.

Candlestick Park	1960-61	Total to 6/30/60
Income Received	$185,355.48	$185,355.48
Taxes Received (1960-61)	1,132.60	
Taxes Received Total		1,132.60
	$186,488.08	$186,488.08

An estension of these figures for the full season would anticipate a total income of $349,172. This represents an increase of 20% over the Parking Authority's original estimates of $291,800 per year.

In the case of Fifth and Mission Garage and Civic Center Plaza Garage, under the contract and rent payable to the City annually is an amount equal to 100% of the net income after the payment of operating costs and debt service charges.

*This was a temporary installation of 300 parking spaces at Seals Stadium for the Giants' baseball games furnished through the courtesy of Hamm Brewing Company. It was discontinued upon the opening of the new baseball stadium at Candlestick Park.

The foregoing income has been deposited in the General Fund insofar as tax amounts and tax reimbursements are concerned. The balance of $166,267.78 has been deposited in the Parking Bond Fund.

2. Present status of Parking Bond Fund:

Appropriated	$5,230,438.41
Original Bond Fund	5,000,000.00
Deposited to Account	$ 230,438.41
Air Rights - St. Mary's Square Garage	99,890.00
	$ 130,548.41
Unappropriated	35,719.37
Rentals	$ 166,267.78
Expenditures as of June 30, 1960	$5,230,438.41
Encumbered	- - - - - -
Unencumbered	- - - - - -
Total Allotted to date	$5,230,438.41
Reserve	- - - - - -
Unallotted balance of appropriation	- - - - - -
Total appropriated	$5,230,438.41

Balance Sheet

Gross Income from all Projects (June 30, 1960)

Rent	$ 144,934.62
Taxes	34,930.95
Other sources	2,518.09
	$ 182,383.66

Costs and Expenses

Tax Roll Deduction	$104,234.00	
Parking Authority current Operating	42,256.00	
Parking Authority supplemental appropriation	900.00	$ 147,390.00
Net Income		$ 34,993.66

Your attention is also directed to the net income allocated to the "Off-Street Parking Fund" from the surplus parking meter revenues from January 1, 1959 to June 30, 1960. This amounts to $534,450.07.

Full Financial Summary

The financial magnitude of San Francisco's present municipal parking program is shown in the following record of gross income to the City and County for the fiscal year July, 1959-June, 1960 from revenues, rents and taxes from

B. Project Costs of Twelve Bond Issues

Appropriations	$5,240,000.00
Original Bond Fund	[illegible]
Deposited to Account	[illegible]
Air Rights - St. Francis Square Garage	[illegible]
	[illegible]
Unexpended Balance	[illegible]
Deficit	[illegible]
	[illegible]
Expenditures as of June 30, 1960	[illegible]
Encumbrances	[illegible]
Commitments	[illegible]
Total Liability to date	[illegible]
Balance	[illegible]
Unliquidated Balance of Appropriations	[illegible]
Total Appropriations	[illegible]

Debt Service Fund

Cash Income from all Projects since 1951 (1960)

Rent	$ [illegible]
Fees	[illegible]
Other Income	[illegible]
	[illegible]

Costs and Expenses

Ad Hoc Committee	[illegible]	
Moving Exhibits Committee		
Operation	[illegible]	
Moving Exhibits Supplies		
Total Expenses	[illegible]	$ [illegible]
Net Income		$ [illegible]

This addition is also attached to the net loss allocated to the Moscone Center Project from the Moving Exhibits Committee from January 1, 1957 to June 30, 1960. It is shown to [illegible].

Bond Fund Balance

The financial positions of the Redevelopment Agency and Bond Fund are shown in the following report of [illegible] Income [illegible] for the fiscal year 1960. [illegible] 1960 with [illegible] and [illegible]

the combined City-owned parking facilities:

Source	Amount
12,000 Parking Meters	$1,401,912
9 Parking Lots and Garages*	289,347
1 Special Events Parking (Candlestick Park)	186,488
	$1,877,747

*Revenues from non-profit operations of Fifth and Mission and Civic Center Garages not included.

Information and Consultation Services

San Francisco's pre-eminent position and success in the emerging field of municipal parking is bringing it national, even international, recognition and attention. This has led to a steadily increasing number of inquiries and personal visits from other cities and public officials during the past year, to which the Authority staff and members have responded insofar as personnel and time limitations have permitted.

In addition a steadily increasing function of the Parking Authority has been the extension of parking information to local business associations, institutions, and neighborhood groups who have need of such limited advice as the Authority can provide on such matters.

Acknowledgement

The Parking Authority wishes to express its appreciation and to acknowledge the cooperation and assistance of yourself, the members of the Board of Supervisors, the City Attorney, Controller, Chief Administrative Officer, Director of Property, Director of Public Works, Director of Planning, City Engineer, the private garage industry, the public-spirited citizens comprising the corporations sponsoring many major projects, and others who have given so generously of their time and contributed so greatly to the advancement of its program during the past year.

Respectfully submitted,

For the Parking Authority of the
City and County of San Francisco

By Vining T. Fisher

Vining T. Fisher
General Manager

VTF:he
Encs.

ANNUAL REPORT TO HONORABLE GEORGE CHRISTOPHER, MAYOR

BY THE

PARKING AUTHORITY

OF THE

CITY AND COUNTY OF SAN FRANCISCO

FISCAL YEAR ENDING JUNE 30, 1961

JOHN E. SULLIVAN, Chairman

JAY E. JELLICK, Member
G. BALTZER PETERSON, Member
DONALD MAGNIN, Member
DAVID THOMSON, Member

VINING T. FISHER, General Manager
THOMAS J. O'TOOLE, Secretary

PARKING AUTHORITY OF THE CITY AND COUNTY OF SAN FRANCISCO
536 GOLDEN GATE AVENUE — PROSPECT 6-1565
SAN FRANCISCO 2, CALIFORNIA
GEORGE CHRISTOPHER, Mayor

Highlights of San Francisco Parking Authority Annual Report to the Mayor for Fiscal Year ending June 30, 1961

1. San Francisco's ten publicly-owned parking facilities established to date under the Parking Authority program have parked the following number of automobiles as indicated:

   Calendar Year 1960: 1,894,908 Automobiles

   First six months of Calendar Year 1961: 1,136,843 Automobiles

   Since Establishment: 8,231,863 Automobiles

2. The City and County of San Francisco has received the following income in rent and taxes from these parking facilities:

   Fiscal Year 1960-1961: $163,456.05

   Total Since Establishment: $1,025,527.43

3. The financial magnitude of San Francisco's municipal parking program, including 12,347 parking meters, Union Square Garage and Candlestick Park Parking Plaza, as well as the ten garages and parking lots noted above, is shown by the gross income therefrom of $1,953,427.38 for the fiscal year July 1, 1960, to June 30, 1961.

4. Since 1949 under the Parking Authority program 18,631 new off-street parking stalls have been built in San Francisco.

   Another 4,486 are under construction or development at this time.

   The Grand Total of 23,017 parking stalls will have been constructed since 1949 when present development is completed.

5. The actual and projected total cost of this program is approximately $52 million which will have been accomplished by the expenditure of only $9 million of public funds; 17% of the total

6. The following number of new parking stalls were constructed in San Francisco during the fiscal year July 1, 1960, to June 30, 1961:

	Lots	Garages	Stalls
By Private Enterprise	14	3	1,241
By Public-Private Cooperation - City-owned		1	932*
	14	4	2,173

*Sutter-Stockton Garage

7. Forthcoming major parking projects in San Francisco:

Under Construction

(1) Fifth and Mission Garage Expansion	500 stalls
(2) Portsmouth Square Underground Garage	800 stalls
	1,300 stalls

Under Development

(1) Japanese Cultural Center Garage	854 stalls
(2) Golden Gateway Garage	1,326 stalls
(3) Neighborhood Parking Program	1,006 stalls
	3,186 stalls

8. Parking Authority Balance Sheet - Year ending June 30, 1961:

(1) Gross Income to City	$163,460.08
(2) Costs and Expenses*	$149,173.72
Net Income	$ 14,286.36

*Includes $104,234 in lieu taxes.
Includes $ 42,838 Authority Operating Budget.

THE PARKING AUTHORITY of the
CITY AND COUNTY OF SAN FRANCISCO

GEORGE CHRISTOPHER, MAYOR

536 GOLDEN GATE AVENUE - SAN FRANCISCO 2, CALIFORNIA - PROSPECT 6-1565

September 12, 1961

Report to Honorable George Christopher, Mayor
City and County of San Francisco

Statement of Activities of the Parking Authority
City and County of San Francisco
Fiscal Year ending June 30, 1961

Dear Mayor Christopher:

The report of the San Francisco Parking Authority for the fiscal year 1960-61, together with supplemental information you have requested, is herewith respectfully submitted.

The financial report is set forth in attached copies of the Authority's four quarterly financial reports.

The major accomplishments and activities of the Authority for the past year are shown below. These have been classified according to the Authority's four-point policy and program adopted March 8, 1950.

Policy Point No. 1: Stimulation of and cooperation with private enterprise to finance and construct the facilities required under the off-street parking program

New Parking Facilities
Reported Completed and Placed in Operation
since July 1, 1960

500 Post Street (Barrett Garage)	167 stalls
1 South Van Ness Avenue (garage)	104 "
80 Ellis Street (garage)	63 "
Steuart Street between Mission and Market (parking lot)	20 "
Howard Street between Embarcadero and Steuart (parking lot)	40 "
Howard and Steuart Street (parking lot)	12 "
760 Howard Street (parking lot)	126 "
730 Howard Street (parking lot)	73 "
Howard at Fourth Street (parking lot)	46 "
California and Jones Street (parking lot)	20 "
Mission and Beale Street (parking lot)	137 "
Battery and Washington Streets (parking lot)	101 "

530 Clay Street (parking lot)	60 stalls
475 Bryant Street (parking lot)	64 "
Battery and Jackson Street (parking lot)	113 "
Main and Folsom Street (parking lot)	25 "
Greenwich and Sansome Street (parking lot)	70 "
	1,241 stalls

These additions brought the total of new off-street parking spaces provided under this phase of the Authority's program since October 6, 1949, to 13,261 stalls

Policy Point No. 2: Public cooperation with private enterprise to provide off-street parking by public provision of garage sites and private provision of the construction financing

The following major downtown parking project was completed under this policy category.

The operation is by a non-profit corporation with any profit accruing to the City and County of San Francisco.

SUTTER-STOCKTON GARAGE

This project was built under an agreement between the City of San Francisco Uptown Parking Corporation, a non-profit corporation, and the City and County. The Parking Authority acted as agent for the City and County in this matter. Operation is by System Auto Parks and Garages, Inc., acting for the operating lessee, the Corporation. The garage opened for business on November 15, 1960.

Basic particulars of this project are:

Location:	55,385 square feet of land extending east from Stockton Street in the block bounded by Sutter, Stockton, Bush Streets and Grant Avenue
Capacity:	932 parking stalls
Land Cost: (public)	$2,550,000
Construction Cost: (private)	$3,680,000
Construction:	Open-type reinforced concrete
Operation:	Customer self-parking
Parking Rates:	1 hour 25¢; each additional hour 25¢; maximum $2.00 for 12 hours; $30.00 a month

Previous Construction in this Category

The following garages had been previously financed and built as cooperative projects between City and private business:

Name	Date Completed	Stall Capacity	Land Cost	Construction Cost	Total Project Cost
St. Mary's Sq. Garage	5/12/54	828	$400,000	$2,100,000- 2,300,000	$2,500,00(2,700,00(
Fifth & Mission Garage	8/28/58	1,083	$1,600,000	$2,135,000	$3,735,00(
Civic Center Plaza Garage	3/1/60	1,461	-0-	$4,500,000	$4,500,00(

Under Construction in this Category

The following garage construction is in progress or under development in this category:

PORTSMOUTH SQUARE UNDERGROUND GARAGE

On August 11, 1959, Portsmouth Civic Parking Corporation filed a letter of intent to finance and construct this facility and submitted the legal documents for review and approval on August 20, 1959. Construction began on November 15, 1960.

Under this proposal, the physical and financial characteristics of the project will be as follows:

Location: The sub-surface of Portsmouth Plaza, fronting on Kearny Street between Washington and Clay Streets

Capacity: Self-parking - 500 stalls
Attendant-parking - 800 stalls

Size: Three underground levels and mezzanine

Land Cost: None. Property City-owned

Estimated Construction Cost: $3,000,000

Operation: Self-parking

Proposed Rate Schedule: 35¢ per hour

Construction is scheduled for completion in June, 1962.

FIFTH AND MISSION GARAGE EXPANSION

Additional Parking Area:	200,000 sq. ft. (2 levels)
Total Parking Area:	600,000 sq. ft. (6 levels)
Additional Parking Stalls:	500
Total Parking Stalls:	1,583
Additional Project Cost:	$1,000,000
Total Construction Cost:	$3,135,000
Scheduled Completion Date:	November 15, 1961
Contractor:	Cahill Construction Co.
Engineers:	Gould & Degenkolb
Operator:	City of San Francisco Downtown Parking Corporation
Management:	S. E. Onorato, Inc.
Operation:	Self-parking
Parking Rates:	15¢ per hour; $1.25 maximum 24 hours; $17.50 a month; $15.00 monthly night fleet rate

JAPANESE CULTURAL CENTER UNDERGROUND GARAGE

This project is under joint development by the City of San Francisco Western Addition Parking Corporation, the San Francisco Redevelopment Agency and the Parking Authority subject to official approval of the City. Construction is expected to begin in 1961 subject to such approval.

Present estimates indicate the following physical and financial facts of this project:

Location:	The sub-surface of the three city block area bounded by Geary, Post, Laguna and Fillmore Streets
Capacity:	Self-parking 854 stalls Attendant-parking - 1,200 stalls
Size:	One complete and one partial (2/3) underground level

Land Cost:	$1,141,076
Estimated Construction Cost:	$2,937,674
Operation:	Self-parking, attendant-parking optional
Proposed Rate Schedule:	25¢ an hour, maximum to 6 p.m. $1.50; maximum 24 hours $2.50

GOLDEN GATEWAY UNDERGROUND GARAGE

This project is under joint development by Perini-San Francisco Associates, the San Francisco Redevelopment Agency and the Parking Authority also subject to official approval by the City.

Preliminary plans are in process which indicate the following:

Location:	The sub-surface of the two city block area bounded by Washington, Clay, Davis and Battery Streets
Capacity:	Self-parking - 1,326 stalls
Size:	460,446 sq. ft. comprising three or four underground levels to be determined
Land Cost:	$2,580,000
Estimated Construction Cost:	$4,010,000
Operation:	Self-parking
Proposed Rate Schedule:	To be determined

The foregoing new off-street parking projects completed or under development jointly by government and private business may be summarized as follows::

St. Mary's Square Garage	828 parking stalls
Fifth and Mission Garage	1,083 "
Sutter-Stockton Garage	932 "
Civic Center Plaza Garage	1,461 "
Portsmouth Square Underground Garage	800 "
Fifth and Mission Garage Expansion	500 "
Japanese Cultural Center Garage	854 "
Golden Gateway Garage	1,326 "
Civic Center Auto Park	300 "
Forest Hill Parking Plaza	13 "
	8,097 parking stalls

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Policy Point No. 3: Direct public financing and construction... including site acquisition, where private construction was not or could not be undertaken

No construction under this category was undertaken during this past fiscal year.

The 8,500 special event parking stalls at Candlestick Park are considered a special case and are not carried as an increment of the general parking program.

Past construction under this category consists of:

Mission-Bartlett Parking Plaza	250 parking stalls
Lakeside Village Parking Plaza	49 "
7th and Harrison Parking Plaza	354 "
	653 parking stalls

NEIGHBORHOOD SHOPPING DISTRICT
PARKING FACILITIES

The parking program recommended by the Parking Authority on August 31, 1961, for the neighborhood shopping districts of the City will be a major addition to parking facilities provided under this category of direct public financing and construction.

The program contemplates:

22 public parking lots, and

4 public parking garages, in

15 neighborhood shopping districts, with

1,006 parking stall total capacity, for

$4,000,000 estimated approximate cost

Upon completion of the neighborhood parking program, the number of parking facilities constructed under this category will be: 25 public parking lots; and 4 public parking garages; with a total capacity of 1,659 parking stalls.

Policy Point No. 4: Operation of completed facilities.

Neither during the past year, nor at any time, has it been found necessary to resort to public operation of parking facilities provided under the San Francisco Parking Program. In all cases, operation has been entrusted to private lessees.

Accomplishments to date under the foregoing program may be summarized as follows:

1. Private Financing

   1) Completed:

a) 1960-61	1,241 parking stalls
b) 1949-60	12,020 parking stalls
c) Total	13,261 parking stalls

   11) Total under No. 1 — 13,261 parking stalls

2. Public-Private Financing

   1) Completed:

a) 1960-61	932 parking stalls
b) 1949-60	3,685 parking stalls
c) Total	4,617 parking stalls

   11) Under Development:

a) 1960-61	3,480 parking stalls

   111) Total under No. 2 — 8,097 parking stalls

3. Public Financing

   1) Completed:

a) 1960-61	- parking stalls
b) 1949-60	653 parking stalls
c) Total	653 parking stalls

   11) Under Development:

a) 1960-61	1,006 parking stalls

   111) Total under No. 3 — 1,659 parking stalls

4. GRAND TOTAL — 23,017 parking stalls

The actual and projected total cost of this program is approximately $52 million of which, under the Parking Authority's program and policy, on about $9 million will have required public financing; roughly only about 17% of the total.

Parking Automobiles - the Major Objective

Although the public parking program will be expanding rapidly during the next year, a very extensive parking service has already been extended to the motorists of San Francisco and the Bay Area, witness the following report of service rendered:

Automobiles Parked	Calendar Yr. 1953-54-55	Calendar Yr. 1956-57-58	Calendar Yr. 1959-60	1st 6 Mos. Calendar Calendar Yr. 1961	Calendar Year Totals
Civic Center Plaza Garage opened 3/1/60			153,757(60)	146,871	300,628
Civic Center Auto Park opened 12/18/53	913(53) 96,801(54) 101,433(55)	113,025(56) 128,317(57) 121,040(58)	110,403(59) 116,760(60)	59,187	847,879
Fifth & Mission Parking opened 8/28/58		252,899(58)	768,857(59) 843,597(60)	394,270	2,259,623
Marshall Square Auto Park opened 9/16/58		16,552(58)	61,299(59) 62,518(60)	26,658	167,027
Mission-Bartlett Parking Plaza opened 7/30/53	92,483(53) 238,852(54) 212,813(55)	208,715(56) 194,569(57) 185,175(58)	192,309(59) 183,977(60)	83,067	1,591,960
St. Mary's Sq. Garage opened 5/12/54	115,205(54)* 281,118(55)	292,296(56) 336,360(57) 384,661(58)	394,630(59) 376,537(60)	178,095	2,358,902
Lakeside Village Parking Plaza opened 9/27/56		12,000(56) 57,500(57) 57,500(58)	57,500(59) 57,500(60)	28,750**	270,750
Forest Hill Parking Plaza opened 7/57		11,475(57) 22,950(58)	22,950(59) 22,950(60)	11,475**	91,800
7th & Harrison Parking Plaza opened 4/58		14,669(58)	42,843(59) 42,581(60)	3,058***	103,151
Sutter-Stockton Garage opened 11/19/61			34,731(60)	205,412	240,143
	93,396(53) 450,858(54) 595,364(55)	626,036(56) 728,221(57) 1,055,446(58)	1,650,791(59) 1,894,908(60)	1,136,843(61	
Total Automobiles Parked	1,139,618	2,409,703	3,545,699	1,136,843	8,231,863

RECAP:

Automobiles Parked	93,396 (53)	
all projects	450,858 (54)	
1953-54-55	595,364 (55)	
	1,139,618	
Automobiles Parked	626,036 (56)	
all projects	728,221 (57)	
1956-57-58	1,055,446 (58)	
	2,409,703	
Automobiles Parked	1,650,791 (59)	
all projects	1,894,908 (60)	
1959-60	3,545,699	
Automobiles Parked all projects 6/30/61		1,136,843 (61)
Total Automobiles Parked all projects		8,231,863

* Garage has no record of autos parked for May and June, 1954.
** Estimated, as no actual count taken of this facility.
*** Facility closed for repair for months of February, March, April, May, June, July and August. Operation resumed September 7, 1961.

In addition, the parking at Candlestick Park special event parking area was as follows:

Automobiles parked	317,814
Buses parked	4,341
Season parking	258

The Parking Bond Fund Financial Report

For your additional information, we show:

1. Revenues from public parking projects:

Civic Center Auto Park	1960-61	Total
Income Received	$43,764.46	$301,513.31
Taxes Received (1961-62)	1,356.80	
Taxes Received Total		13,726.43
	$45,121.26	$315,239.74

	1960-61	Total
Mission-Bartlett Parking Plaza		
Income Received	$23,661.38	$174,661.52
Taxes Received (1961-62)	288.32	
Taxes Received Total		1,075.83
	$23,949.70	$175,737.35
St. Mary's Square Garage		
Income Received	28,069.12	176,645.00
Taxes Received (1961-62)	32,118.00	
Taxes Received Total		223,824.88
	$60,187.12	$400,469.88
Lakeside Village Parking Plaza		
Income Received	$ 1,980.00	9,405.00
Taxes Received (1961-62)	-	
Taxes Received Total		-
	$ 1,980.00	$ 9,405.00
7th & Harrison Parking Plaza		
Income Received	$ 3,981.84	$ 23,445.85
Taxes Received (1961-62)	-	
Taxes Received Total		-
	$ 3,981.84	$ 23,445.85
Forest Hill Parking Plaza		
Income Received	$ 804.00	$ 3,216.00
Taxes Received (1961-62)	-	
Taxes Received Total		-
	$ 804.00	$ 3,216.00
Alameda-York Parking Plaza *		
Income Received	$ -	$ 18,648.54
Taxes Received (1961-62)	-	
Taxes Received Total	-	-
	$ -	$ 18,648.54
Marshall Square Parking Plaza		
Income Received	$27,432.13	$ 79,365.07
Taxes Received (1961-62)	-	
Taxes Received Total		-
	$27,432.13	$ 79,365.07
GRAND TOTAL		
Income Received	$129,692.93	$786,900.29
Taxes Received (1961-62)	33,763.12	
Taxes Received Total		238,627.14
	$163,456.05	$1,025,527.43

In the case of Fifth and Mission Garage, Civic Center Plaza and Sutter-Stockton Garage, under the contract the rent payable to the City annually is an amount equal to 100% of the net income after the payment of operating costs and debt service charges.

*This was a temporary installation of 300 parking spaces at Seals Stadium for the Giants' baseball games furnished through the courtesy of Hamm Brewing Company. It was discontinued upon the opening of the new baseball stadium at Candlestick Park.

The foregoing income has been deposited in the General Fund insofar as tax amounts and tax reimbursements are concerned. The balance of $196,025.50 has been deposited in the Parking Bond Fund.

2. Present status of Parking Bond Fund:

Appropriated	$5,230,438.41
Original Bond Fund	5,000,000.00
Deposited to Account	230,438.41
Air Rights - St. Mary's Square Garage	99,890.00
	130,548.41
Unappropriated	65,477.09
Rentals	$ 196,025.50

Expenditures as of June 30, 1961	$5,230,438.41
Encumbered	-
Unencumbered	-
Total Allotted to Date	5,230,438.41
Reserve	-
Unallotted Balance of Appropriation	-
Total Appropriated	$5,230,438.41

Balance Sheet

Gross Income from all Projects (June 30, 1961)

Rent	$ 129,692.93
Taxes	33,763.12
Other Sources	4.03
	$ 163,460.08

Costs and Expenses

Tax Roll Deduction	$104,234.00	
Parking Authority Current Operating	42,838.00	
Parking Authority Supplemental Appropriations	2,101.72	149,173.72
Net Income		$ 14,286.36

Your attention is also directed to the net income allocated to the "Off-Street Parking Fund" from the surplus parking meter revenues from January 1, 1959, to June 30, 1961. This amounts to $934,412.09.

Full Financial Summary

The financial magnitude of San Francisco's present municipal parking program is shown in the following record of gross income to the City and County of San Francisco for the fiscal year July, 1960, to June, 1961, from revenues, rents and taxes from the combined City-owned parking facilities:

Source	Amount
12,347 parking meters	$1,500,003.64
8 parking lots and garages*	193,436.01
1 Special Events Parking (Candlestick Park)	259,987.73
	$1,953,427.38

* Revenues from non-profit operations of Fifth and Mission, Sutter-Stockton and Civic Center Garages not included.

Information and Consultation Services

Again San Francisco's pre-eminent position and success in the emerging field of municipal parking is bringing it national, even international, recognition and attention. This has led to a steadily increasing number of inquiries and personal visits from other cities and public officials during the past year, to which the Authority staff and members have responded insofar as personnel and time limitations have permitted.

In addition a steadily increasing function of the Parking Authority has been the extension of parking information to local business associations, institutions and neighborhood groups who have need of such limited advice as the Authority can provide on such matters.

Acknowledgment

The Parking Authority wishes to express its appreciation and to acknowledge the cooperation and assistance of yourself, the members of the Board of Supervisors, the City Attorney, Controller, Chief Administrative Officer, Director of Property, Director of Public Works, Director of Planning, City Engineer, the private garage industry, the public-spirited citizens comprising the corporations sponsoring many major projects, and others who have given so generously of their time and contributed so greatly to the advancement of its program during the past year.

Respectfully submitted,

For: Parking Authority of the City and County of San Francisco

By: Vining J. Fisher
Vining J. Fisher, General Mgr.

VTF:hj
Encls.

ANNUAL REPORT

to

HON. GEORGE CHRISTOPHER, MAYOR

PARKING AUTHORITY
CITY AND COUNTY OF SAN FRANCISCO

FISCAL YEAR ENDING JUNE 30, 1962

Civic Center Plaza Garage

DAVID THOMSON, Chairman

ARTHUR S. BECKER, Member
G. BALTZER PETERSON, Member
DONALD MAGNIN, Member
JOHN E. SULLIVAN, Member

VINING T. FISHER, Director
THOMAS J. O'TOOLE, Secretary

RKING AUTHORITY OF THE CITY AND COUNTY OF SAN FRANCISCO
TY HALL ANNEX — 450 McALLISTER STREET
SAN FRANCISCO 2, CALIFORNIA
HEmlock 1-2121, EXT. 741
GEORGE CHRISTOPHER, Mayor

Highlights of San Francisco Parking Authority Annual Report to the Mayor for Fiscal Year ending June 30, 1962

1) San Francisco's ten publicly-owned parking facilities, established to date under the Parking Authority program, have parked the following number of automobiles as indicated:

Calendar Year 1961:	2,372,900 automobiles
First Six Months of Calendar Year 1962:	1,335,538 automobiles
Since Establishment:	10,803,278 automobiles

2) The City and County of San Francisco has received the following income in rent and taxes from these parking facilities:

Fiscal Year 1961-1962:	$161,594.28
Total since Establishment:	$1,187,121.71

3) The financial magnitude of San Francisco's municipal parking program, including 12,347 parking meters, Union Square Garage and Candlestick Park Parking Plaza, as well as the ten garages and parking lots noted above, is shown by the gross income therefrom of $1,862,021.05 for the fiscal year July 1, 1961, to June 30, 1962.

4) Since 1949 under the Parking Authority program 20,259 new off-street parking stalls have been built in San Francisco.

Another 3,926 are under construction or development at this time.

The Grand Total of 24,185 parking stalls will have been constructed since 1949 when present development is completed.

5) The actual and projected total cost of this program is approximately $55 million which will have been accomplished by the expenditure of only $9 million of public funds; 16% of the total.

6) The following number of new parking stalls were constructed in San Francisco during the fiscal year July 1, 1961, to June 30, 1962:

	Lots	Garages	Stalls
By Private Enterprise	10	2	1,228
By Public-Private Cooperation - City-owned	-	1	500*
	10	3	1,728

* Fifth and Mission Garage Expansion

7) Forthcoming major parking projects in San Francisco:

Under Construction

(1) Portsmouth Square Underground Garage	800 stalls

Under Development

(1) Japanese Cultural Center Garage	800 stalls
(2) Golden Gateway Garage	1,326 stalls
(3) Neighborhood Parking Program	1,000 stalls
	3,126 stalls

8) Parking Authority Balance Sheet - Year ending June 30, 1962:

(1) Gross Income to City (Authority projects exclusive of Candlestick Park)	$161,594.28
(2) Costs and Expenses**	148,082.00
(3) Net Income	$ 13,512.28

** Includes $104,234 in lieu taxes and $43,848 Authority Operating Budget.

THE PARKING AUTHORITY of the
CITY AND COUNTY OF SAN FRANCISCO

GEORGE CHRISTOPHER, MAYOR

CITY HALL ANNEX • 450 McALLISTER STREET • SAN FRANCISCO 2, CALIFORNIA
ROOM 603 HEmlock 1-2121, EXT 741

September 11, 1962

Honorable George Christopher
Mayor, City and County of San Francisco
City Hall - Civic Center
San Francisco 2, California

Dear Mayor Christopher:

Statement of Activities of the Parking Authority
City and County of San Francisco
Fiscal Year ending June 30, 1962

The Report of the San Francisco Parking Authority for the fiscal year 1961-1962, together with supplemental information you have requested, is herewith respectfully submitted.

The financial report is set forth in attached copies of the Authority's four (4) quarterly financial reports.

The major accomplishments and activities of the Authority for the past year are shown below. These have been classified according to the Authority's four-point policy and program adopted March 8, 1950.

Policy Point No. 1: Stimulation of and cooperation with private enterprise to finance and construct the facilities required under the off-street parking program.

New Parking Facilities
Reported Completed and Placed in Operation
since July 1, 1961

	Stalls
Fairmont Hotel addition (garage)	170
One Fourth Street (garage and lot)	100
Spear Street at Folsom (lot)	30
Tehama between 6th and 5th Streets (lot)	30
SE corner 10th Street at Jessie (lot)	63
Mission Street, Minna Street, East of 6th Street (lot)	30
West side of 8th Street at Market Street (lot)	24
O'Farrell Street between Powell and Mason Streets (lot)	45

THE PARKING AUTHORITY of the
CITY AND COUNTY OF SAN FRANCISCO
[illegible]

September 11, 1982

Honorable George Christopher
Mayor, City and County of San Francisco
City Hall - Civic Center
San Francisco 2, California

Dear Mayor Christopher:

Statement of Activities of the Parking Authority
City and County of San Francisco
Fiscal Year ending June 30, 1982

The Board of the San Francisco Parking Authority for the fiscal year 1981-1982, together with supplemental information you have requested, is respectfully submitted.

The financial report is set forth in attached copies of the Authority's four (4) quarterly financial reports.

The major accomplishments and activities of the Authority for the past year are shown below. These have been classified according to the Authority's four-point policy and program adopted March 1, 1960.

Policy Point No. 1: Stimulation of and cooperation with private enterprise to finance and construct the facilities required under the off-street parking program.

New Parking Facilities
Reported Completed and Placed in Operation
since July 1, 1981

Stalls	
Fairmont Hotel addition (garage)	120
One Fourth Street (garage and lot)	100
Sacramento Street at Polsom (lot)	30
Taraval between 32 and 34 Streets (lot)	20
30 Geary Line Street at Jessie (lot)	61
Mission Street, Mono Street, Rear of 60 Street (lot)	30
West side of 4th Street at Harrison Street (lot)	24
O'Farrell Street between Powell and Mason Streets (lot)	45

	Stalls
NE corner Clay Street and Van Ness Avenue (lot)	51
939 Mission Street (lot)	40
Del Webb's Townehouse (lot)	600
539 Minna Street (lot)	45
	1,228 stalls

These additions brought the total of new off-street parking spaces provided under this phase of the Authority program since October 6, 1949, to 14,489 stalls.

Policy Point No. 2: Public cooperation with private enterprise to provide off-street parking by public provision of garage sites and private provision of the construction financing.

The following major downtown parking project was completed under this policy category.

The operation is by a non-profit corporation with any profit accruing to the City and County of San Francisco.

Our rapidly mounting supply of modern, conveniently located, low-cost parking is made possible by the attraction of private money and low overhead costs, resulting from tax relief accorded public service enterprises and jurisdictions acting in the public interest.

FIFTH AND MISSION GARAGE EXPANSION

Additional Parking Area	200,000 sq. ft. (2 levels)
Total Parking Area	600,000 sq. ft. (6 levels)
Additional Parking Stalls	500
Total Parking Stalls	1,583
Additional Project Cost	$1,000,000
Total Construction Cost	$3,135,000
Completion Date	November 21, 1961
Contractor	Cahill Construction Co.
Engineers	Gould & Degenkolb
Operator	City of San Francisco Downtown Parking Corporation

Management	S. E. Onorato, Inc.	
Operation	Self-parking	
Parking Rates	15¢	1 hr.
	$1.25 maximum	24 hrs.
	$17.50	Monthly
	$15.00 (Night fleet rate)	Monthly

The expansion was built under an agreement between the City of San Francisco Downtown Parking Corporation, a non-profit corporation, and the City and County of San Francisco. The Parking Authority acted as the agent for the City and County of San Francisco in this arrangement.

Previous Construction in this Category

The following garages had been previously financed and built as cooperative projects between City and private business:

Name	Date Completed	Stall Capacity	Land Cost	Construction Cost	Total Project Cost
St. Mary's Sq. Garage	5/12/54	828	$400,000	$2,100,000-2,300,000	$2,500,000-2,700,000
Fifth & Mission Garage	8/28/58	1,083	$1,600,000	$2,135,000	$3,735,000
Civic Center Plaza Garage	3/1/60	1,461	-0-	$4,500,000	$4,500,000
Sutter-Stockton Garage	11/19/60	932	$2,550,000	$3,680,000	$6,230,000

Under Construction in this Category

The following garage construction was in progress or under development in this category:

PORTSMOUTH SQUARE UNDERGROUND GARAGE

On August 11, 1959, the City of San Francisco Portsmouth Plaza Parking Corporation filed a letter of intent to finance and construct this facility and submitted the legal documents for review and approval on August 20, 1959. Construction began on November 15, 1960. Because of strike difficulties, though this garage was scheduled for completion in June, 1962, it opened for business August 24, 1962.

The physical and financial characteristics of the project are as follows:

Location	Sub-surface of Protsmouth Plaza, fronting on Kearny Street between Washington and Clay Streets
Capacity	Self-parking 500 stalls Attendant-parking - 800 stalls
Size	Three underground levels and mezzanine
Land Cost	None. Property City-owned
Construction Cost	$3,200,000
Operation	Self-parking
Rate Schedule	25¢ or 1 coupon 1 hr. 25¢ or 1 coupon Ea. addl. hr. $1.50 or 8 coupons 24 hrs. $25 (limited to 100 spaces) Monthly $20 book of 100 coupons

A validation program is also in effect for merchants in the area, and for the sale of services in the garage.

JAPANESE CULTURAL CENTER UNDERGROUND GARAGE

This project is under joint development by the City of San Francisco Western Addition Parking Corporation, the San Francisco Redevelopment Agency and the Parking Authority, subject to official approval of the City. Construction is expected to begin in 1962, subject to such approval.

Present estimates indicate the following physical and financial facts of this project:

Location	Sub-surface of the three city block area bounded by Geary, Post, Laguna and Fillmore Streets
Capacity	Self-parking 800 stalls Attendant-parking - 1100 stalls
Size	One complete and one partial (2/3) underground level
Land Cost	$256,640

Estimated Construction Cost	$3,750,000
Operation	Self-parking, attendant-parking optional
Proposed Rate Schedule	25¢ 1 hr. $1.50 maximum to 6 p.m. $2.50 maximum 24 hrs.
Proposed Rate Schedule - Unit 8 on Fillmore St.	Under rates comparable to those of the Neighborhood Parking Program

GOLDEN GATEWAY UNDERGROUND GARAGE

This project is under joint development by Perini-San Francisco Associates, the San Francisco Redevelopment Agency and the Parking Authority also subject to official approval by the City.

Preliminary plans are in process which indicate the following:

Location	Sub-surface of the two city block area bounded by Washington, Clay, Davis and Battery Streets
Capacity	Self-parking - 1,326 stalls
Size	460,446 sq. ft. comprising three or four underground levels to be determined
Land Cost	$2,580,000
Estimated Construction Cost	$4,010,000
Operation	Self-parking
Proposed Rate Schedule	To be determined

The foregoing new off-street parking projects completed or under development jointly by government and private business under the Parking Authority progra may be summarized as follows:

	Stalls
St. Mary's Square Garage	828
Fifth and Mission Garage	1,083
Sutter-Stockton Garage	932
Civic Center Plaza Garage	1,461

	Stalls
Portsmouth Sq. Underground Garage	800
Fifth & Mission Garage Expansion	500
Japanese Cultural Center Garage	800
Golden Gateway Garage	1,326
Civic Center Auto Park	300
Forest Hill Parking Plaza	13
	8,043

Policy Point No. 3: Direct public financing and construction, including site acquisition, where private construction was not or could not be undertaken.

No construction under this category was undertaken during this past fiscal year.

The 8,500 special event parking stalls at Candlestick Park are considered a special case and are not carried as an increment of the general parking program.

Past construction under this category consists of:

	Stalls
Mission-Bartlett Parking Plaza	250
Lakeside Village Parking Plaza	49
7th and Harrison Parking Plaza	354
	653

NEIGHBORHOOD SHOPPING DISTRICT PARKING FACILITIES

The basic parking program adopted by the Parking Authority on August 31, 1961, for the neighborhood shopping districts of the City will be a major addition to parking facilities provided under this category of direct public financing and construction.

The program contemplates:

22 public parking lots, and
4 public parking garages, in
15 neighborhood shopping districts, with
1,000 parking stall total capacity, for
$4,106,500 estimated approximate cost

Upon completion of the neighborhood parking program, the number of parking facilities constructed under this category will be:

25 public parking lots, and
4 public parking garages, with
1,653 parking stall total capacity

Financing Time Schedule:

1) The Controller of the City and County of San Francisco has estimated that the basic program can be financed in its entirety from monies now on deposit in our "Off-Street Parking Fund", plus the estimated increments which will be realized as of July 1, 1967.

2) The neighborhood program providing off-street parking facilities in these neighborhood districts has, because of necessity, been divided in order of priority into three (3) distinct phases.

Phase I:

District	General Location	Cost
Eureka Valley	Castro Street	$90,000
West Portal	West Portal Avenue	157,000
Geary	Geary Street at 21st Avenue	90,000
Outer Irving	Irving at 20th Avenue	109,000
Noe Valley	24th Street and Castro Street	51,000
Marina	Pierce Street between Chestnut and Lombard	379,000
		$876,000

Phase II:

District	General Location	Cost
Mission	Hoff and Rondel at 16th Street	$295,320
Clement	8th and 9th Avenues	184,500
Bay View	Quesada Avenue	9,200
Inner Irving	8th and 9th Avenues	189,700
Haight-Ashbury	Haight Street at Cole Street	138,600
		$817,320

Hearings on the following have been completed and action thereon stands as indicated:

Site Designated	Under Submission	Alternate Site to be Presented
Eureka Valley (Castro St.)	Mission (Hoff-Rondel)	Marina
West Portal (West Portal Ave.)	Haight-Ashbury	Clement (8th-9th Ave.)
Geary (Geary Blvd.)		Bay View
Outer Irving (20th Ave.)		Inner Irving (8th-9th Ave.)
Noe Valley (24th St.)		

Status of Appropriations
for Land and Construction

District	Appropriated	Appropriation Pending	Under Submission
Eureka Valley (Castro St.)	$ 90,000		
West Portal (West Portal Ave.)		$157,000	
Geary (Geary Blvd.)		$ 90,000	
Outer Irving (20th Ave.)	$109,000		
Noe Valley (24th St.)	$ 51,000		
Mission (Hoff-Rondel)			$295,320
Haight-Ashbury			$138,600
Total	$250,000	$247,000	$433,920

Phase III:

District	General Location	Cost
Excelsior	Mission and San Juan Avenue	$151,000
Polk Street	Sacramento Street	243,000
Portola	Felton Street	35,500
North Beach	Green Street	524,000
Excelsior	Mission Street	128,000
Eureka Valley	18th Street and Collingwood	108,500
West Portal	Claremont Boulevard and Ulloa	117,000
Geary	18th and 19th Avenues	115,000
Mission	Capp, Lilac Street, 24th Street	179,500
		$1,601,500

These will be scheduled immediately for study by the Board of Supervisors.

An additional six alternate locations for three sites in the Mission District and one each in the Clement Street, Portola and Outer Irving Districts are still under study.

Policy Point No. 4: Operation of completed facilities.

Neither during the past, nor at any time, has it been found necessary to resort to public operation of parking facilities provided under the San Francisco Parking Program. In all cases, operation has been entrusted to private lessees.

Proposed Downtown Parking Survey

The Authority is also vitally concerned in the development of a comprehensive parking survey of the downtown area in order to inventory existing parking facilities; survey parking practices and the usage of our present facilities and, of the utmost importance, to estimate present and future parking needs of the motoring public both in the event of rapid transit and without rapid transit; and also in the event of a planned freeway development or, if necessary, without freeway development. It is the consensus of opinion that such a study, if conducted, would prove of inestimable value not only to the Authority, the City as a whole, but also to the State of California in planning and developing traffic patterns for the future.

The Division of Highways of the State of California has indicated a desire to enter into an agreement with the City to pay a proportionate share of the cost of such a survey.

The Bureau of Public Roads of the Federal government has promised assistance of their staff if such a survey is undertaken.

Comprehensive joint parking studies of this kind have been conducted in many of the nation's larger cities.

Accomplishments to date under the foregoing program may be summarized as follows:

1. Private Financing

	Stalls	Stalls
1) Completed:		
a) 1961-1962	1,228	
b) 1949-1961	13,261	
c) Total	14,489	
11) Total under No. 1		14,489

2. Public-Private Financing

1) Completed:		
a) 1961-1962	500	
b) 1949-1961	4,617	
c) Total	5,117	

	Stalls	Stalls	Stalls
11) Under Development:			
a) 1961-1962	2,926		
111) Total under No. 2		8,043	
3. Public Financing			
1) Completed:			
a) 1961-1962	-		
b) 1949-1961	653		
c) Total	653		
11) Under Development:			
a) 1961-1962	1,000		
111) Total under No. 3		1,653	
4. GRAND TOTAL			24,185

The actual and projected total cost of this program is approximately $55 million of which, under the Parking Authority's program and policy, only about $9 million will have required public financing; roughly only about 16% of the total.

Parking Automobiles - The Major Objective

Although the public parking program will be expanding rapidly during the next year, a very extensive parking service has already been extended to the motorists of San Francisco and the Bay Area, witness the following report of service rendered:

Automobiles Parked	Calendar Yr. 1953-54-55	Calendar Yr. 1956-57-58	Calendar Yr. 1959-60-61	1st 6 Mos. Calendar Yr. 1962	Gr. Total ending 6/30/62
Civic Center	913(53)	113,025(56)	110,403(59)	57,319	958,819
Auto Park	96,801(54)	128,317(57)	116,760(60)		
opened 12/18/53	101,433(55)	121,040(58)	112,808(61)		
Civic Center				169,776	607,733
Plaza Garage			153,757(60)		
opened 3/1/60			284,200(61)		
Fifth & Mission			768,857(59)	463,283	3,145,59[illegible]
Parking			843,597(60)		
opened 8/28/58		252,899(58)	816,957(61)		

[illegible]
[illegible]
[illegible]

[illegible]

[illegible]

Automobiles Parked	Calendar Yr. 1953-54-55	Calendar Yr. 1956-57-58	Calendar Yr. 1959-60-61	1st 6 Mos. Calendar Yr. 1962	Gr. Total ending 6/30/62
Forest Hill			22,950(59)	11,475**	114,75(
Parking Plaza		11,475(57)	22,950(60)		
opened 7/57		22,950(58)	22,950(61)		
Lakeside Village		12,000(56)	57,500(59)	28,750**	328,25(
Parking Plaza		57,500(57)	57,500(60)		
opened 9/27/56		57,500(58)	57,500(61)		
Marshall Square			61,299(59)	22,253	211,30(
Auto Park			62,518(60)		
opened 9/16/58		16,552(58)	48,682(61)		
Mission-Bartlett	92,483(53)	208,715(56)	192,309(59)	81,441	1,765,97(
Parking Plaza	238,852(54)	194,569(57)	183,977(60)		
opened 7/30/53	212,813(55)	185,175(58)	175,642(61)		
St. Mary's Sq.		292,296(56)	394,630(59)	190,824	2,730,38
Garage	115,205(54)	*336,360(57)	376,537(60)		
opened 5/12/54	281,118(55)	384,661(58)	358,757(61)		
7th & Harrison			42,843(59)	20,570***	130,68
Parking Plaza			42,581(60)		
opened 4/58		14,669(58)	10,020(61)		
Sutter-Stockton				289,667	809,78
Garage			34,731(60)		
opened 11/19/61			485,384(61)		
	93,396(53)	626,036(56)	1,650,791(59)	1,335,358(62)	
	450,858(54)	728,221(57)	1,894,908(60)		
Total	595,364(55)	1,055,446(58)	2,372,900(61)		
Automobiles Parked	1,139,618	2,409,703	5,918,599	1,335,358	10,803,27

RECAP:

Automobiles Parked	93,396(53)		
all projects	450,858(54)		
1953-54-55	595,364(55)		
	1,139,618		
Automobiles Parked		626,036(56)	
all projects		728,221(57)	
1956-57-58		1,055,446(58)	
		2,409,703	
Automobiles Parked			1,650,791(59)
all projects			1,894,908(60)
1959-60-61			2,372,900(61
			5,918,599

Commercial Design Consultants
December 13, 1982
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Automobiles	Customer Price Index Vol.	Customer Vol.	Automobile Price
Model	1981-82-83	Index	Index
Ford Mid			
Mazda Glass			
Grand Ford			
Lavazza Utility			
Mazda Glass			
Grand Lavazza			
Thermal Square			
Auto Glass			
Grand Ford			
Miscellaneous			
Fashion Tiger			
Grand Ford			
Mid Mazda Glass			
Grand			
Grand Mid			
Ford 3 Mazda			
Mazda Glass			
Grand Mid			
Consumption			
Grand			
Grand Mid			
Total			
Auto Glass			
Mazda			
1982-83			
Automobile Mazda			
Mid Grand			
1982-83			
Automobile Mazda			
Mid Grand			
1982-83			
Automobile Grand			
Mid Grand			
1982-83			

Automobiles Parked all projects 6/30/62	1,335,358(62)

GRAND TOTAL Automobiles Parked all projects to 6/30/62 inclusive 10,803,278

* Garage has no record of autos parked for May and June, 1954.
** Estimated, as no actual count taken of this facility.
*** Facility closed for repair for months of February, March, April, May, June, July and August. Operation resumed on September 7, 1961.

In addition, the parking at Candlestick Park special event parking area was as follows:

	Fiscal Year 1961-62
Automobiles Parked	326,897
Buses Parked	3,634
Season Parking (1962)	243

For your additional information, we show:

1) Revenues from public parking projects:

	1961-62	Total to 6/30/62
Alameda-York Parking Plaza*		
Income Received	$ -	$ 18,648,54
Taxes Received (1961-62)	-	-
Taxes Received Total	-	-
	$ -	$ 18,648.54
Candlestick Park		
Income Received	$226,796.64	$671,392.34
Taxes Received (1961-62)	1,187.20	-
Taxes Received Total	-	3,507.00
	$227,983.84	$674,899.34
Civic Center Auto Park		
Income Received	$ 42,290.94	$343,804.25
Taxes Received (1961-62)	1,356.80	-
Taxes Received Total	-	15,083.23
	$ 43,647.74	$358,887.48
Forest Hill Parking Plaza		
Income Received	$ 804.00	$ 4,020.00
Taxes Received (1961-62)	-	-
Taxes Received Total	-	-
	$ 804.00	$ 4,020.00

	1961-62	Total to 6/30/62
Lakeside Village Parking Plaza		
Income Received	$ 1,980.00	$ 11,385.00
Taxes Received (1961-62)	-	-
Taxes Received Total	-	-
	$ 1,980.00	$ 11,385.00
Marshall Square Parking Plaza		
Income Received	$ 24,212.74	$103,577.81
Taxes Received (1961-62)	161.12	-
Taxes Received Total	-	161.12
	$ 24,373.86	$103,738.93
Mission-Bartlett Parking Plaza		
Income Received	$ 23,711.73	$198,373.25
Taxes Received (1961-62)	288.32	-
Taxes Received Total	-	1,364.15
	$ 24,000.05	$199,737.40
St. Mary's Square Garage		
Income Received	$ 28,431.99	$205,076.99
Taxes Received (1961-62)	32,118.00	-
Taxes Received Total	-	255,942.88
	$ 60,549.99	$461,019.87
7th & Harrison Parking Plaza		
Income Received	$ 6,238.64	$ 29,684.49
Taxes Received (1961-62)	-	-
Taxes Received Total	-	-
	$ 6,238.64	$ 29,684.49
GRAND TOTAL		
Income Received	$354,466.68	$1,585,962.67
Taxes Received (1961-62)	35,111.44	-
Taxes Received Total	-	276,058.38
	$389,578.1	$1,862.021.05

In the case of Fifth and Mission Garage, Civic Center Plaza and Sutter-Stockton Garage, under the contract the rent payable to the City annually is an amount equal to 100% of the net income after the payment of operating costs and debt service charges.

* This was a temporary installation of 300 parking spaces at Seals Stadium for the Giants' baseball games furnished through the courtesy of Hamm Brewing Company. It was discontinued upon the opening of the new baseball stadium at Candlestick Park.

The foregoing income has been deposited in the General Fund insofar as tax amounts and tax reimbursements are concerned. The balance of $88,554.49 has been deposited in the Parking Bond Fund. (Unappropriated)

2) Present status of 1947 Parking Bond Fund:

Original Bond Fund (authorized 1947)	$5,000,000.00	
Increment from Project Rents	219,102.90	
Increment from Sale of Air Rights - St. Mary's	99,890.00	
Total Fund Accruals		$5,318,992.90
Appropriated to 6/30/62	$5,230,438.41	
Unappropriated balance 6/30/62	88,554.49	
		$5,318,992.90

Parking Authority Projects Balance Sheet

Gross Income from all Projects (excluding Candlestick Park) June 30, 1962:

Rent	$ 127,670.04	
Taxes	33,924.24	
		$161,594.28

Costs and Expenses:

Tax Roll Deduction	$ 104,234.00	
Parking Authority Current Operating	43,848.00	
		$148,082.00
Net Income:		$13,512.28

Your attention is also directed to the net income allocated to the "Off-Street Parking Fund" from the surplus parking meter revenues from January 1, 1959, to June 30, 1962. This amounts to $1,452,347.25.

Full Financial Summary

The financial magnitude of San Francisco's present municipal parking program is shown in the following record of gross income to the City and County of San Francisco for the fiscal year July, 1961, to June, 1962, from revenues, rents and taxes from the combined City-owned parking facilities:

Source	Amount
12,347 parking meters	$1,459,557.66
8 parking lots and garages	321,849.21
1 Special Events Parking (Candlestick Park)	227,983.84
	$2,009,390.71

* Revenues from non-profit operations at Fifth and Mission, Sutter-Stockton and Civic Center Garages not included.

Information and Consultation Services

Again, San Francisco's pre-eminent position and success in the emerging field of municipal parking is bringing it national - even international - recognition and attention. This has led to a steadily increasing number of inquiries and personal visits from other cities and public officials during the past year, to which the Authority staff and members have responded insofar as personnel and time limitations have permitted.

In addition, a steadily increasing function of the Parking Authority has been the extension of parking information to local business associations, institutions and neighborhood groups who have need of such limited advice as the Authority can provide on such matters.

Acknowledgment

The Parking Authority wishes to express its appreciation and to acknowledge the cooperation and assistance of yourself, the members of the Board of Supervisors, the City Attorney, Controller, Chief Administrative Officer, Director of Property, Director of Public Works, Director of Planning, City Engineer, the private garage industry, the public-spirited citizens comprising the corporations sponsoring many major projects, and others who have given so generously of their time and contributed so greatly to the advancement of its program during the past year.

Respectfully submitted,

PARKING AUTHORITY OF THE
CITY AND COUNTY OF SAN FRANCISCO

By: Vining T. Fisher
Vining T. Fisher
Director

VTF:hj
Attach.

ANNUAL REPORT

PARKING AUTHORITY
CITY AND COUNTY OF SAN FRANCISCO

FISCAL YEAR ENDING JUNE 30, 1960

PARKING AUTHORITY

DAVID THOMSON, Chairman

ARTHUR S. BECKER

DONALD MAGNIN

G. BALTZER PETERSON

JOHN E. SULLIVAN

Staff:

VINING T. FISHER, Director

THOMAS J. O'TOOLE, Secretary

HONORABLE GEORGE CHRISTOPHER, Mayor
City and County of San Francisco

ARKING AUTHORITY OF THE CITY AND COUNTY OF SAN FRANCISCO
CITY HALL ANNEX — 450 McALLISTER STREET
SAN FRANCISCO 2, CALIFORNIA
HEmlock 1-2121, EXT. 741
GEORGE CHRISTOPHER, Mayor

Highlights of San Francisco Parking Authority
Annual Report to the Mayor
for
Fiscal Year ending June 30, 1963

* *

I. 25,261 new off-street parking spaces will have been completed with the construction of the Japanese Cultural Center and Golden Gateway Garages and the Neighborhood Shopping District parking facilities under the San Francisco Parking Authority Parking Program.

II. $21,000,000 is the capital value of the five garages constructed under the Parking Authority municipal parking program since 1949.

The completion of the Japanese Cultural Center Garage and the Golden Gateway Garage will bring this total to $31,000,000.

Over 8,000 automobiles may be parked in these seven municipally-owned garages at one time.

III. Approximately 1,000 parking spaces, representing an investment of $4,500,000 are in process of development in San Francisco's neighborhood shopping districts at this time.

Eleven facilities, costing $1,365,452 have been approved to date.

IV. San Francisco's municipally-owned parking facilities developed under the Parking Authority program parked 1,566,709 automobiles in the first six months of 1963; 13,887,712 since inception of the program.

V. Municipal revenue from nine municipal parking projects developed under the Authority program totalled $331,252.24 in fiscal 1962-63.

The grand total since inception to June 30, 1963 was $2,193,273.29.

VI. Parking Authority Balance Sheet - Fiscal 1962-63:

Gross Income from all projects, excluding Candlestick Park and Union Square Garage		$182,531.54
Costs and Expenses:		
Tax Roll Deduction	$104,234.00	
Current Operating Budget	42,102.00	$146,336.00
NET INCOME		$ 36,195.54

Highlights of San Francisco Parking Authority
Annual Report to the Mayor
for
Fiscal Year ending June 30, 1961
* *

I. 25,261 new off-street parking spaces will have been completed with the construction of the Japanese Cultural Center and Civic Center Garage and the Embarcadero and the Redevelopment Parking District parking facilities under the San Francisco Parking Authority Parking Program.

II. $21,000,000 is the capital value of the five garages constructed under the Parking Authority municipal parking program since 1956.

The completion of the Japanese Cultural Center, Civic Center and the Golden Gateway Garage will bring this total to $11,000,000.

Over 8,000 automobiles may be parked in these seven municipally-owned garages at one time.

III. Approximately 1,000 parking spaces, representing an investment of $4,500,000 are in process of development in San Francisco's neighborhood shopping districts at this time.

Eleven facilities costing $1,[illegible] have been approved to date.

IV. San Francisco's municipally-owned parking facilities developed under the Parking Authority program [illegible]. The appropriation in the fiscal six months of 1961 [illegible] the completion of the program.

V. Judicial revenue from nine municipal parking projects developed under the Authority program totaled $[illegible] in fiscal [illegible].

The grand total since inception in June 1956 was $2,1[illegible],[illegible].

VI. Parking Authority Balance Sheet - Fiscal [illegible]:

Funds income from all projects, including Candlestick Park and Civic Center Garage $[illegible]

Costs and Expenses:

Tax bill collection	$[illegible]	
Current Operating Fund	[illegible]	$[illegible]
NET INCOME		$[illegible]

THE PARKING AUTHORITY of the
CITY AND COUNTY OF SAN FRANCISCO

GEORGE CHRISTOPHER, MAYOR

CITY HALL ANNEX • 450 McALLISTER STREET • SAN FRANCISCO 2, CALIFORNIA
ROOM 603 HEmlock 1-2121, EXT 741

September 6, 1963

Honorable George Christopher, Mayor
City and County of San Francisco
City Hall - Civic Center
San Francisco 2, California

Statement of Activities of the Parking Authority
City and County of San Francisco
Fiscal Year ending June 30, 1963

Dear Mayor Christopher:

The Report of the San Francisco Parking Authority for the fiscal year 1962-1963, together with supplemental information you have requested, is herewith respectfully submitted.

The financial report is set forth in attached copies of the Authority's four (4) quarterly financial reports.

The major accomplishments and activities of the Authority for the past year are shown below. These have been classified according to the Authority's four-point policy and program adopted March 8, 1950.

Policy Point No. 1: Stimulation of and cooperation with private enterprise to finance and construct the facilities required under the off-street parking program.

New Parking Facilities
Reported Completed and Placed in Operation
since July 1, 1962

	Stalls
Jackson, Pacific Avenue and Drumm Street (lot)	220
440 Sansome Street (lot)	71
Scott and Geary Streets (lot)	32
18th Avenue and Clement Street (lot)	16
8th and Bryant Streets (lot)	150
Clay and Van Ness Avenue (lot)	35
939 Mission Street (lot)	60
3rd and Harrison Streets (lot)	40
682 Ellis Street (lot)	40
6th and Brannan Streets (lot)	120
Howard Street between 10th and 11th Streets (lot)	16
191 Sutter Street (garage)	43
	843 stalls

September 6, 1951

Honorable George Christopher, Mayor
City and County of San Francisco
City Hall - Civic Center
San Francisco 2, California

Statement of Activities of the Parking Authority
City and County of San Francisco
Fiscal Year ending June 30, 1951

Dear Mayor Christopher:

The Report of the San Francisco Parking Authority for the fiscal year 1950-1951, together with supplementary information pertaining thereto, is herewith respectfully submitted.

The financial report is as of June 30, 1951 in accordance with the Authority's four (4) quarterly financial reports.

The major accomplishments and activities of the Authority for the past year are shown below. These have been classified according to the Authority's fundamental policy and program adopted March 7, 1950.

Policy Point No. 1: Establishment of an administration with adequate resources in finance and engineering and the facilities required under the off-street parking program.

San Francisco Parking Authority
Recorded Controlled Lots Ready in Operation
Fiscal Year 1950-1951

Location	Spaces
Jackson, Pacific Avenue and Stockton Street (Lot)	220
1400 Sacramento Street (Lot)	71
Sutter and Grant Streets (Lot)	32
14th Avenue and Clement Street (Lot)	32
9th and Irving Streets (Lot)	150
Clay and Van Ness Avenue (Lot)	35
2nd Mission Street (Lot)	40
3rd and Harrison Streets (Lot)	40
666 Ellis Street (Lot)	32
4th and Brannan Streets (Lot)	32
Howard Street between 10th and 11th Streets (Lot)	40
101 Sutter Street (Garage)	44
All spaces	[illegible]

These additions brought the total of new off-street parking spaces provided under this phase of the Authority program since October 6, 1949, to 15,332 stalls.

Policy Point No. 2: Public cooperation with private enterprise to provide off-street parking by public provision of garage sites and private provision of the construction financing.

The following major downtown parking project beneath historic Portsmouth Square was completed under this policy category and opened for business August 24, 1962:

Portsmouth Square Garage

Location: Sub-surface of Portsmouth Plaza, fronting on Kearny Street between Washington and Clay Streets.

Capacity: Self parking 504 stalls
Attendant parking 800 stalls

Size: Three underground levels and mezzanine

Land cost: None. Property city-owned

Project Cost: $3,200,000 (including all fees, commissions, and interest reserve)

Completion Date: August 24, 1962

Contractor: Haas & Haynie

Engineers: Gould & Degenkolb

Operator: City of San Francisco Portsmouth Plaza Parking Corporation

Management: S. E. Onorato, Incorporated

Operation: Self parking, at present

Parking rates:

25¢ or 1 coupon	1 hour
25¢ or 1 coupon	each additional hour
$1.50 or 8 coupons	24 hours
$25.00	Monthly

Free parking with purchase of petroleum products or services as follows:

$3.99-$4.98	1 hour
$4.99-$5.98	2 hours
$5.99-$6.98	3 hours
$6.99-$7.98	4 hours
$7.99 and over	12 hours

This project was built under agreement between the City and County of San Francisco and the City of San Francisco Portsmouth Plaza Parking Corporation, a non-profit corporation. The Parking Authority acted as the agent for the City and County of San Francisco in the development and consummation of this arrangement.

Our rapidly mounting supply of modern, conveniently located, low-cost parking is made possible by the attraction of private money and low overhead costs, resulting from tax relief accorded public service enterprises and jurisdictions acting in the public interest.

Previous Construction in this Category

The following garages had been previously financed and built as cooperative projects between the City and private business:

Name	Date Completed	Stall Capacity	Land Cost	Construction Cost	Total Project Cost
St. Mary's Square Garage	May 12, 1954	828	$ 400,000	$2,300,000	$2,700,000
Fifth and Mission Garage	August 28, 1958	1,083	$1,600,000	$2,135,000	$3,735,000
Fifth and Mission Garage Expansion	November 21, 1961	500	-0-	$ 800,000	$1,000,000
Civic Center Plaza Garage	March 1, 1960	1,461	-0-	$4,500,000	$4,500,000
Sutter-Stockton Garage	November 19, 1960	932	$2,550,000	$3,680,000	$6,230,000

Under Construction in this Category

The following garage construction has been under development in this category:

Japanese Cultural Center Underground Garage

This project is under joint development by the City of San Francisco Western Addition Parking Corporation, the San Francisco Redevelopment Agency, and the Parking Authority, subject to official approval of the City. Construction is expected to begin in 1963, subject to such approval.

Present estimates indicate the following physical and financial facts for this project:

Location: Sub-surface of the three city block area bounded by Geary, Post, Laguna, and Fillmore Streets

Capacity: Self parking 800 stalls
Attendant parking 1,100 stalls

Size: One complete and one partial (2/3) underground level

Land Cost: $256,640

Estimated Construction Cost: $3,750,000

Operation: Self-parking, attendant parking optional

Proposed Rate Schedule: 25¢ 1 hour
$1.50 maximum to 6:00 P. M.
$2.50 maximum 24 hours

Proposed Rate Schedule: Under rates comparable to those of the
(Unit B on Fillmore Street) Neighborhood Parking Program

This area will eventually become a section of the planned Neighborhood Program.

Golden Gateway Underground Garage

This project is under joint development by the City of San Francisco Golden Gateway Parking Corporation, Perini-San Francisco Associates, the San Francisco Redevelopment Agency, and the Parking Authority, also subject to official approval by the City.

Location: Sub-surface of the two city-block area bounded by Washington, Clay, Davis, and Battery Streets

Capacity: Self parking - 1,326 stalls

Size: 460,446 sq. ft. comprising three or four underground levels to be determined

Land Cost: $2,580,000

Estimated Construction Cost: $4,010,000

Operation: Self parking

Proposed Rate Schedule: To be determined

The foregoing new off-street parking projects completed or under development jointly by government and private business under the Parking Authority program to date may be summarized as follows:

	Stalls
St. Mary's Square Garage	828
Fifth and Mission Garage	1,083
Fifth and Mission Garage Expansion	500
Sutter-Stockton Garage	932
Civic Center Plaza Garage	1,461
Portsmouth Square Garage	800
Japanese Cultural Center Garage	800
Golden Gateway Garage	1,326
Civic Center Auto Park	300
Forest Hill Parking Plaza	13
	8,043

Policy Point No. 3: Direct public financing and construction, including site acquisition, where private construction was not or could not be undertaken.

No construction under this category was undertaken during this past fiscal year.

The 8,500 special event parking stalls at Candlestick Park are considered a special case and are not carried as an increment of the general parking program.

Past construction under this category consists of:

	Stalls
Mission-Bartlett Parking Plaza	250
Lakeside Village Parking Plaza	49
7th and Harrison Parking Plaza	270
	569

Neighborhood Shopping District Parking Facilities

The basic parking program adopted by the Parking Authority on August 31, 1961, for the neighborhood shopping districts of the City will be a major addition to parking facilities provided under this category of direct public financing and construction.

The program comprises:

22 public parking lots, and
4 public parking garages, in
15 neighborhood shopping districts, with
1,000 parking stall total capacity, for
$4,401,315 estimated approximate cost

Thus far, necessary and essential properties have been acquired in the Eureka Valley, Noe Valley, Outer Irving and West Portal areas. Definite commitments have been received in other areas. Acquisition of property for a public project is slow and vexatious. The Authority, at all times, has done everything possible to alleviate hardship on families and owners of business whose properties have been required for such public use. We feel that we have been very successful in this portion of our program.

Upon completion of the neighborhood parking program, the number and capacity of parking facilities constructed under this category will be:

Number of facilities	29
Number of parking stalls	1,569

Financing Time Schedule

1. The Controller of the City and County of San Francisco has estimated that the basic program can be financed in its entirety from monies now on deposit in our "Off-Street Parking Fund," plus the estimated increments which will be realized up to July 1, 1967. These are accruing from parking meter revenues at the rate of $525,000 a year.

2. The neighborhood program, providing off-street parking facilities in these neighborhood districts, is as follows:

Projects approved to date: 11

District	Parking Stalls	General Location	Cost
Eureka Valley	21	Castro Street	$ 90,000
Eureka Valley	21	Collingwood Street	122,500
West Portal	22	West Portal Avenue	157,000
West Portal	20	Claremont-Ulloa Streets	167,000
Geary	22	Geary Boulevard	99,000
Outer Irving	25	Irving at 20th Avenue	113,232
Noe Valley	17	24th and Castro Streets	51,000
Portola	15	Felton Street	35,500
Mission	72	Hoff-Rondel Streets	298,320
Mission	19	24th and Capp Streets	76,400
Clement	28	8th Avenue, south	155,500
	282		$1,365,452

Projects Re-referred and Re-submitted: 6

Inner Irving	56	9th-10th Avenue	$208,000
Clement	28	9th Avenue, south	116,800
Marina	85	Pierce Street	612,000
North Beach	108	Vallejo Street	542,249
Excelsior	18	Mission (1) NE Mission and Excelsior	163,300
Excelsior	32	Mission (2) Norton-Harrington	126,000
	327		$1,768,349

Projects Re-referred and Under Study: 3

District	Parking Stalls	General Location	Cost
Haight-Ashbury	32	Haight and Cole Streets	$173,000
Geary	38	18th-19th Avenues	147,000
Polk	56	Sacramento Street	324,800
	126		$644,800

Projects Requiring New Site Recommendations,
Primarily because of Interim Changes in Original Use: 6

Bay View	20	Quesada Avenue	$ 9,200
Clement	28	6th Avenue	74,500
Outer Irving	40	23rd Avenue	213,000
Portola	22	San Bruno Avenue	47,000
Mission	38	18th and Capp Streets	154,000
Mission	74	Capp near 20th Street	256,500
	222		$754,200
	957		$4,532,801

Policy Point No. 4: Operation of completed facilities.

Neither during the past nor at any time, has it been found necessary to resort to public operation of parking facilities provided under the San Francisco Parking Program. In all cases, operation has been entrusted to private lessees.

However, unless assurances to the contrary are forthcoming from private operators, the neighborhood parking facilities are expected to be under public operation.

Accomplishments to date under the foregoing program may be summarized as follows:

1. Private Financing

1) Completed:

a) 1962-1963	843	stalls
b) 1949-1962	14,489	"
c) Total	15,332	"

11) Total Under No. 1 — 15,332 stalls

[illegible]

[illegible]

[illegible]

2. Public-Private Financing

1) Completed:

a) 1962-1963	800 stalls	
b) 1949-1962	5,117 "	
c) Total	5,917 "	

11) Under Development:

a) 1962-1963	2,426 stalls	

111) Total under No. 2 — 8,343 stalls

3. Public Financing

1) Completed:

a) 1962-1963	-	
b) 1949-1962	586 stalls	
c) Total	586 "	

11) Under Development:

a) 1962-1963	1,000 stalls	

111) Total under No. 3 — 1,586 stalls

4. GRAND TOTAL — 25,261 stalls

The actual and projected total cost of this program is approximately $55 million of which, under the Parking Authority's program and policy, only about $9 million will have required public financing; roughly only about 16% of the total.

Parking Automobiles - The Major Objective

Although the public parking program will be expanding rapidly during the next year, a very extensive parking service has already been extended to the motorists of San Francisco and the Bay Area, witness the following report of service rendered:

Automobiles Parked	Calendar Year 1953-54-55-56	Calendar Year 1957-58-59-60	Calendar Year 1961-62	1st 6 mos. Calendar Year 1963	Grand Total ending 6/30/63
Civic Center Auto Park opened 12/18/53	913(53) 96,801(54) 101,433(55) 113,025(56)	128,317(57) 121,040(58) 110,403(58) 116,760(60)	112,808(61) 113,992(62)	59,627	1,075,119
Civic Center Plaza Garage opened 3/1/60		153,757(60)	284,200(61) 338,453(62)	178,527	954,937

[illegible]
[illegible]
[illegible]

[illegible]

[illegible]

Automobiles Parked	Calendar Years 1953-54-55-56	Calendar Years 1957-58-59-60	Calendar Years 1961-62	1st 6 mos. Calendar Year 1963	Grand Total ending 6/30/63
Fifth and Mission Parking opened 8/28/58		252,899(58) 768,857(59) 843,597(60)	816,957(61) 999,659(62)	491,688	4,173,657
Forest Hill Parking Plaza opened 7/57		11,475(57) 22,950(58) 22,950(59) 22,950(60)	22,950(61) 22,950(62)	11,475**	137,700
Lakeside Village Parking Plaza opened 9/27/56	12,000(56)	57,500(57) 57,500(58) 57,500(59) 57,500(60)	57,500(61) 57,500(62)	28,750**	385,750
Marshall Square Auto Park opened 9/16/58)		16,552(58) 61,299(59) 62,518(60)	48,682(61) 51,653(62)	34,908	275,612
Mission-Bartlett Parking Plaza opened 7/30/53	92,483(53) 238,852(54) 212,813(55) 208,715(56)	194,569(57) 185,175(58) 192,309(59) 183,977(60)	175,642(61) 168,179(62)	73,681	1,926,395
Portsmouth Square Garage opened 8/24/62			68,151(62)	130,957	199,108
St. Mary's Square Garage opened 5/12/54	115,205(54)* 281,118(55) 292,296(56)	336,360(57) 384,661(58) 394,630(59) 376,537(60)	358,757(61) 384,233(62)	187,308	3,111,105
7th & Harrison Parking Plaza opened 4/58		14,669(58) 42,843(59) 42,581(60)	10,020(61)*** 44,177(62)	40,204	194,494
Sutter-Stockton Garage opened 11/19/61		34,731(60)	485,384(61) 604,136(62)	329,584	1,453,835
	93,396(53) 450,858(54) 595,364(55) 626,036(56)	728,221(57) 1,055,446(58) 1,650,791(59) 1,894,908(60)	2,372,900(61) 2,853,083(62)	1,566,709(63)	
Total Automobiles Parked	1,765,654	5,329,366	5,225,983	1,566,709	13,887,712

[illegible] County Commissioners, [illegible]
September 6, [illegible]
Page 3

Description	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Doors and Windows					
Fencing					
Other [illegible]					
Fence [illegible]					
Heating Plant					
Repair [illegible]					
Lobbyist Utility					
Parking Place					
Repair [illegible]					
Personal Space					
City [illegible]					
Repair [illegible]					
Elevator-Escalator					
Parking Space					
Repair [illegible]					
Performing Space					
Garage					
Repair [illegible]					
[illegible] Security Space					
Garage					
Repair [illegible]					
[illegible] Elevator					
Parking Space					
Repair [illegible]					
Emergency-Security					
Garage					
Repair [illegible]					
[illegible]					
Total					
Assessment Rate					
Total					

RECAP:

Automobiles Parked all projects 1953-54-55-56	93,396(53) 450,858(54) 595,364(55) 626,036(56) 1,765,654			
Automobiles Parked all projects 1957-58-59-60		728,221(57) 1,055,446(58) 1,650,791(59) 1,894,908(60) 5,329,366		
Automobiles Parked all projects 1961-62			2,372,900(61) 2,853,083(62) 5,225,983	
Automobiles Parked all projects June 30, 1963				1,566,709(63)
GRAND TOTAL Automobiles Parked all projects to June 30, 1963, inclusive				13,887,712

* Garage has no record of automobiles parked for May and June, 1954.
** Estimated, as no actual count taken of this facility.
*** Facility closed for repair for months of February, March, April, May, June, July, and August. Operation resumed on September 7, 1961.

In addition, the parking at Candlestick Park special event parking area was as follows:

Fiscal Year 1962-63

Automobiles Parked	354,977
Buses Parked	4,465
Season Parking (1963)	255

For your additional information, we show:

1. Revenues from public parking projects:

	1962-63	Total to 6/30/63
Alameda York Parking Plaza*		
Income Received	$ -	$ 18,648.54
Taxes Received (1962-63)	-	-
Taxes Received Total	-	-
	$ -	$ 18,648.54

[illegible]

Rehabilitation Funds: [illegible]
All projects [illegible]
1959-60-61-62: [illegible]
[illegible]
[illegible]

Rehabilitation Funds: [illegible]
All projects [illegible]
1959-60-61-62: [illegible]
[illegible]
[illegible]
[illegible]

Rehabilitation Funds: [illegible]
All projects [illegible]
1961-62 [illegible]
[illegible]

Rehabilitation Funds
All projects
June 30, 1961 [illegible]

[illegible] FOR Rehabilitation Funds All projects
as June 30, 1961, including:

[illegible]

a. Charge has no record of rehabilitation funds for July and June, 1961.
b. Estimated, in an annual round table or area facilities.
c. Facility-owned for repair and painting of playground, [illegible], [illegible], [illegible], [illegible], and [illegible]. Demolition crews on [illegible] 8, 1961.

In addition, the meeting of Conservation Task special [illegible] parking areas as follows:

Friday June 30(?)

Rehabilitation Funds [illegible]
Bronx Parkway [illegible]
Taconic Parkway (1961) [illegible]

For [illegible] additional information, or [illegible]

1. Summary [illegible] parking [illegible]

[illegible] [illegible]

Attendance [illegible]
Bronx Parkway
Taconic Parkway (1961)
Taconic Parkway Total

	1962-63	Total to 6/30/63
Civic Center Auto Park		
Income Received	$ 46,901.94	$390,706.19
Taxes Received (1962-63)	988.89	-
Taxes Received Total	-	16,072.12
	$ 47,890.83	$406,778.31
Forest Hill Parking Plaza		
Income Received	$ 804.00	$ 4,824.00
Taxes Received (1962-63)	-	-
Taxes Received Total	-	-
	$ 804.00	$ 4,824.00
Lakeside Village Parking Plaza		
Income Received	$ 1,980.00	$ 13,365.00
Taxes Received (1962-63)	-	-
Taxes Received Total	-	-
	$ 1,980.00	$ 13,365.00
Marshall Square Parking Plaza		
Income Received	$ 30,567.42	$134,145.23
Taxes Received (1962-63)	892.05	-
Taxes Received Total	-	1,053.17
	$ 31,459.47	$135,198.40
Mission-Bartlett Parking Plaza		
Income Received	$ 24,184.98	$222,558.23
Taxes Received (1962-63)	282.54	-
Taxes Received Total	-	1,646.69
	$ 24,467.52	$224,204.92
St. Mary's Square Garage		
Income Received	$ 30,561.21	$235,638.20
Taxes Received (1962-63)	31,484.51	-
Taxes Received Total	-	287,427.39
	$ 62,045.72	$523,065.59
7th & Harrison Parking Plaza		
Income Received	$ 13,884.00	$ 43,568.49
Taxes Received (1962-63)	-	-
Taxes Received Total	-	-
	$ 13,884.00	$ 43,568.49
GRAND TOTAL		
Income Received	$148,883.55	$1,063,453.88
Taxes Received (1962-63)	33,647.99	-
Taxes Received Total	-	306,199.37
	$182,531.54	$1,369.653.25

In addition, the following revenues have been received by the City from Candlestick Park Parking Plaza:

	1962-63	Total to 6/30/63
Candlestick Park Parking Plaza		
Income Received	$148,292.73	$819,685.07
Taxes Received (1962-63)	427.97	-
Taxes Received Total	-	3,934.97
	$148,720.70	$823,620.04

A further undetermined sum has been received from Union Square Garage.

In the case of Fifth and Mission Garage, Civic Center Plaza Garage, Sutter-Stockton Garage and Portsmouth Square Garage, under the contract the rent payable to the City annually is an amount equal to 100% of the net income after the payment of operating costs and debt service charges. (Portsmouth Square Garage is 103%.)

*This was a temporary installation of 300 parking spaces at Seals Stadium for the Giants' baseball games furnished through the courtesy of Hamm Brewing Company. It was discontinued upon the opening of the new baseball stadium at Candlestick Park.

2. Present status of 1947 Parking Bond Fund:

Original Bond Fund (authorized 1947)	$5,000,000.00	
Increment from Project Rents	332,367.01	
Increment from sale of Air Rights - St. Mary's Square Garage	99,890.00	
Total Fund Accruals		$5,432,257.01
Appropriated to June 30, 1963	$5,318,992.90	
Unappropriated balance June 30, 1963	113,264.11	
		$5,432,257.01
Bonds outstanding June 30, 1963	$2,950,000.00	
Bonds redeemed 1962-63	$ 300,000.00	
Bond interest paid 1962-63	$ 71,787.50	

Parking Authority Projects' Balance Sheet

Gross Income from all projects (excluding Candlestick Park Parking Plaza and Union Square Garage) year ending June 30, 1963:

Rent	$148,883.55	
Taxes	33,647.99	$182,531.54
Costs and Expenses		
Tax Roll Deduction	$104,234.00	
Parking Authority Current Operating	42,102.00	$146,336.00
NET INCOME		$ 36,195.54

Information and Consultation Services

Again, San Francisco's pre-eminent position and success in the emerging field of municipal parking is bringing it national - even international - recognition and attention. This continues to invite a steadily increasing number of inquiries and personal visits from other cities and public officials to which the Authority staff and members have responded insofar as personnel and time limitations have permitted.

In addition, a steadily increasing function of the Parking Authority has been the extension of parking information to local business associations, institutions, and neighborhood groups.

Parking and Highways - Hope of the Future

In his nationally syndicated column of August 26, 1963, Leslie Gould declared:

> "As the auto industry goes, so goes the economy," but warned,
>
> "There is plenty of room (expanding production) but the two major bottlenecks are:
>
> The jammed, inadequate highways, and
>
> The lack of off-street parking facilities, which is creating king sized traffic jams in the cities." (emphasis added)

Keenly conscious of this situation, the San Francisco Parking Authority has its sights on the future and is constantly planning an expanded parking program commensurate in scope with the expanding need.

[illegible]
[illegible]
[illegible]

[illegible]

[illegible]

Acknowledgment

The Parking Authority wishes to express its appreciation and to acknowledge the cooperation and assistance of yourself, the Chief Administrative Officer, members of the Board of Supervisors, the City Attorney, Controller, Director of Property, Director of Public Works, Director of Planning, City Engineer, the private garage industry, the public-spirited citizens comprising the corporations sponsoring many major projects, and others who have given so generously of their time and contributed so greatly to the advancement of its program during the past year.

Respectfully submitted,

PARKING AUTHORITY OF THE CITY
AND COUNTY OF SAN FRANCISCO

By Vining T. Fisher
Vining T. Fisher
Director

VTF:he
Encs.

ANNUAL REPORT

PARKING AUTHORITY
CITY AND COUNTY OF SAN FRANCISCO

FISCAL YEAR ENDING JUNE 30, 1964

OUTER IRVING PARKING PLAZA

A typical unit in San Francisco's $4,500,000
Neighborhood Shopping District Parking Program

PARKING AUTHORITY

ARTHUR S. BECKER, Chairman

Wm. JACK CHOW

DONALD MAGNIN

JOHN E. SULLIVAN

DAVID THOMSON

Staff:

VINING T. FISHER, Director

THOMAS J. O'TOOLE, Secretary

HONORABLE JOHN F. SHELLEY, Mayor
City and County of San Francisco

ARKING AUTHORITY OF THE CITY AND COUNTY OF SAN FRANCISCO
450 McALLISTER STREET · ROOM 603
SAN FRANCISCO, CALIFORNIA 94102
KLondike 8-3651
JOHN F. SHELLEY, Mayor

Highlights of San Francisco Parking Authority
Annual Report to the Mayor
for
Fiscal Year ending June 30, 1964

* *

I. 26,013 new off-street parking spaces will have been completed with the construction of the Japanese Cultural Center and Golden Gateway Garages and the Neighborhood Shopping District parking facilities under the San Francisco Parking Authority parking program.

II. $21,000,000 is the capital value of the five garages constructed under the Parking Authority municipal parking program since 1949.

The completion of the Japanese Cultural Center Garage and the Golden Gateway Garage will bring this total to approximately $31,000,000.

Over 8,000 automobiles may be parked in these seven municipally-owned garages at one time.

III. Approximately 1,000 parking spaces, representing an investment of approximately $4,500,000 are in process of development in San Francisco's neighborhood shopping districts at this time.

Sixteen facilities, costing $3,052,971 have been approved to date.

IV. San Francisco's municipally-owned parking facilities parked 4,450,136 automobiles in fiscal 1963-1964; an increase of 4.2% over 1962-1963.

V. Municipal revenue from 13 municipal parking projects for fiscal year 1963-1964:

Gross revenue	$4,412,296.60	+6.99%
Rent and taxes received by City	$ 745,466.34	+10%

VI. Parking Authority Budget fiscal year 1963-1964: $42,102.00; +$12.00

Highlights of San Francisco Parking Authority
Annual Report to the Mayor
for
Fiscal Year ending June 30, 1965.

* *

I. [illegible] new off-street parking facilities will have been completed with the construction of the Japanese Cultural Center and Civic Center Garages and the Bright Street Shopping District parking facilities under the San Francisco Parking Authority planning program.

II. $31,000,000 is the capital value of the five garages constructed under the Parking Authority municipal parking program since 1956.

The construction of the Japanese Cultural Center Garage and the Civic Center Garage will bring this total to approximately $34,000,000.

Over 6,000 automobiles may be parked in these seven municipally-owned garages at one time.

III. Approximately 1,700 parking meters, representing an investment of approximately $[illegible] are in process of development in San Francisco's neighborhood shopping districts at this time.

Meter facilities, putting $3,000,000 have been provided to date.

IV. San Francisco's municipally-owned parking facilities general [illegible] approximate in annual revenues, an increase of [illegible] over 1964-65.

V. Highlights income from 17 municipal parking meters for fiscal year 1964-1965:

Meter revenue	$ 610,000.00	[illegible]
Fees and taxes received by City	$ 707,000.00	+10%

VI. Parking Authority budget fiscal year 1965-1966: $[illegible] [illegible]

THE PARKING AUTHORITY of the
CITY AND COUNTY OF SAN FRANCISCO

JOHN F. SHELLEY, MAYOR

450 McALLISTER STREET • CITY HALL ANNEX • SAN FRANCISCO, CALIFORNIA 94102
ROOM 603 HEmlock 1-2121, EXT 741

September 4, 1964

Honorable John F. Shelley, Mayor
City and County of San Francisco
200 City Hall
San Francisco, California 94102

STATEMENT OF ACTIVITIES OF THE PARKING AUTHORITY
City and County of San Francisco
Fiscal Year ending June 30, 1964

Dear Mayor Shelley:

The report of the Parking Authority for the fiscal year 1963-1964, together with supplemental information you have requested, is herewith respectfully submitted.

The financial status is set forth in attached copies of the Authority's four (4) quarterly reports.

PARKING AUTHORITY ORGANIZATION

The San Francisco Parking Authority is composed of:

Five Members appointed for four-year terms by the Mayor and approved by the Board of Supervisors.

Staff composed of four members, consisting of the Director, Secretary to the Authority, and two Secretaries.

PARKING AUTHORITY BUDGET

1962-1963	$41,990
1963-1964	$42,102
Past ten-year average	$41,549

PARKING AUTHORITY FUNCTION

The Parking Authority functions like a department of the City and County government and is directly responsible to the Mayor and the Board of Supervisors of the City and County of San Francisco.

September 6, 1966

Honorable John F. Shelley, Mayor
City and County of San Francisco
200 City Hall
San Francisco, California 94102

SUMMARY OF ACTIVITIES OF THE PARKING AUTHORITY
City and County of San Francisco
Fiscal Year Ending June 30, 1966

Dear Mayor Shelley:

The report of the Parking Authority for the fiscal year ending June 30, 1966, together with supplemental information you have requested, is herewith respectfully submitted.

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The San Francisco Parking Authority is composed of:

Five members appointed for four-year terms by the Mayor and approved by the Board of Supervisors.

Staff composed of four persons, consisting of the Director, Controller to the Authority, and the Secretaries.

PARKING AUTHORITY BUDGET

1965-1966	$41,000
1966-1967	$40,102
Past five-year average	$40,240

PARKING AUTHORITY FUNCTION

The Parking Authority functions like a department of the City and County government and is directly responsible to the Mayor and the Board of Supervisors of the City and County of San Francisco.

In its present capacity, it is responsible for advising and making recommendations to the Mayor and Board of Supervisors on matters pertaining to the off-street parking program. Where required, the Authority also acts as an agent for the City and County government in carrying out off-street parking programs approved by the City administration.

Function No. 1: Investigative and recommendatory work required for the development of new off-street parking facilities throughout San Francisco.

Function No. 2: To make recommendation to the Mayor and Board of Supervisors regarding parking rates and charges and the operational procedures and regulations in force at each of the City and County off-street parking facilities for which it is responsible.

POLICY, PROGRAM AND ACCOMPLISHMENTS

The major accomplishments and activities of the Authority for the past year are shown below. These have been classified according to the Authority's policy and program adopted February 8, 1950.

Policy Point No. 1: Stimulation of and cooperation with private enterprise to finance and construct the facilities required under the off-street parking program.

New parking facilities reported completed and placed in operation during fiscal year 1963-1964: 829 stalls

These additions brought the total of new off-street parking spaces provided under this phase of the Authority program since October 6, 1949 to 16,161 stalls.

Policy Point No. 2: Public cooperation with private enterprise to provide off-street parking by public provision of garage sites and private provision of the construction financing.

Construction in this Category

The following parking facilities have been financed and built as cooperative projects between the City and private business:

Name	Date Completed	Stall Capacity	Land Cost	Construction Cost	Total Project Cost
St. Mary's Square Garage	May 12, 1954	828	$ 400,000	$2,300,000	$2,700,000
Fifth and Mission Garage	August 28, 1958	1,083	$1,600,000	$2,135,000	$3,735,000

Name	Date Completed	Capacity	Land Cost	Construction Cost	Total Project Cost
Fifth and Mission Garage Expansion	November 21, 1961	500	-0-	$ 800,000	$1,000,000
Civic Center Plaza Garage	March 1, 1960	1,461	-0-	$4,500,000	$4,500,000
Sutter-Stockton Garage	November 19, 1960	932	$2,550,000	$3,680,000	$6,230,000
Portsmouth Square Garage	August 24, 1962	800	-0-	$3,200,000	$3,200,000
Civic Center Auto Park	December 18, 1953	276	-0-	$ 31,000	$ 31,000
Forest Hill Parking Plaza	July, 1957	13	-0-	-0-	-0-

Under Construction or Planned in this Category

The following garage construction has been under development in this category.

Japanese Cultural Center Underground Garage

This project is under joint development by National Braemar, Inc., the City of San Francisco Western Addition Parking Corporation, the San Francisco Redevelopment Agency, and the Parking Authority, subject to official approval of the City. It is reported that necessary and essential financing has finally been completed by the Corporation, and construction is expected to begin in late 1964, subject to approvals.

Present estimates indicate the following physical and financial facts for this project:

Location: Sub-surface of the three city-block area bounded by Geary, Post, Laguna and Fillmore Streets

Capacity: Self parking 800 stalls
Attendant parking 1,100 stalls

Size: One complete and one partial (2/3) underground levels

Land cost: $256,640

Estimated construction cost: $3,750,000

Operation: Self-parking; attendant parking optional

Japanese Cultural Center Underground Garage (contd.)

Proposed Rate Schedule:	25¢	1 hour
	$1.50 maximum	to 6:00 P. M.
	$2.50 maximum	24 hours

Proposed Rate Schedule: (Unit B on Fillmore Street) Under rates comparable to those of the Neighborhood Parking Program.

This area will eventually become a section of the planned Neighborhood Program.

Golden Gateway Underground Garage

This project is under joint development by the City of San Francisco Golden Gateway Parking Corporation, Perini-San Francisco Associates, the San Francisco Redevelopment Agency, and the Parking Authority, also subject to official approval by the City.

Location: Sub-surface of the two City-block area bounded by Washington, Clay, Davis and Battery Streets

Capacity: Self parking 1,326 stalls

Size: 460,446 square feet comprising three or four underground levels to be determined

Land cost: $1,090,000

Estimated construction cost: $4,036,642

Operation: Self parking

Proposed rate schedule:	50¢	first hour
	35¢	each additional hour

The capacity of the foregoing off-street parking projects completed or under development jointly by government and private business under the Parking Authority program to date totals 8,043 parking stalls.

Policy Point No. 3: Direct public financing and construction, including site acquisition, where private construction was not or could not be undertaken.

The 8,500 special event parking stalls at Candlestick Park are considered a special case and are not carried as an increment of the general parking program.

Past construction under this category consists of:

Mission-Bartlett Parking Plaza	250 stalls
Lakeside Village Parking Plaza	49 stalls
7th and Harrison Parking Plaza	270 stalls
	569 stalls

Policy Point No. 3 (contd.)

Neighborhood Shopping District Parking Facilities

The basic parking program adopted by the Parking Authority on August 31, 1961, for the neighborhood shopping districts of the City will be a major addition to parking facilities provided under this category of direct public financing and construction.

The program comprises:

21 public parking lots, and
4 public parking garages, in
15 neighborhood shopping districts, with
923 parking stall total capacity, for
$4,391,171 estimated approximate cost

Thus far all properties have been acquired for the Eureka Valley Parking Plaza No. 1, Noe Valley Parking Plaza, Outer Irving Parking Plaza, and West Portal Parking Plaza No. 1. Definite commitments have been received in other areas. The Authority, at all times, has done everything possible to alleviate hardship on families and owners of business whose properties have been required for such public use.

Under completion of the Neighborhood Parking Program, the number and capacity of parking facilities constructed under this category will be:

Number of facilities	28
Number of parking stalls	1,492

Financing Time Schedule

1. The Controller of the City and County of San Francisco has estimated that the basic program can be financed in its entirety from monies now on deposit in our "Off-Street Parking Fund," plus the estimated increments which will be realized up to July 1, 1967. These are accruing from parking meter revenues at the rate of $525,000 a year.

2. The Neighborhood Program, providing off-street parking facilities in these neighborhood districts, is as follows:

Projects approved to date: 16

District	Parking Stalls	General Location	Cost
Eureka Valley	21	Castro Street	$ 98,000
Eureka Valley	21	Collingwood Street	128,600
West Portal	22	West Portal Avenue	160,200
West Portal	20	Claremont-Ulloa Streets	172,100
Geary	22	Geary Boulevard	102,000

Projects approved to date (contd.): 16

District	Parking Stalls	General Location	Cost
Outer Irving	25	Irving at 20th Avenue	$ 113,232
Noe Valley	17	24th Street	53,900
Portola	15	Felton Street	44,800
Mission	72	Hoff-Rondel Streets	308,000
Mission	19	24th and Capp Streets	76,400
Clement	28	8th Avenue	165,300
Clement*	28	9th Avenue	120,500
Marina*	85	Pierce Street	612,000
North Beach*	108	Vallejo Street	542,249
Excelsior*	32	Norton-Harrington	130,970
Inner Irving*	40	8th-9th Avenues	224,720
	575		$3,052,971

*Project development advanced from "Projects Rereferred and Resubmitted" to "Projects Approved to Date" this year.

Projects rereferred and resubmitted: 1

Geary	38	18th-19th Avenues	$ 115,000

Projects rereferred and under study: 2

Haight-Ashbury	32	Haight and Cole Streets	$ 160,000
Polk	56	Sacramento Street	309,000
	88		$ 469,000

Projects requiring new site recommendations, primarily because of interim changes in original use: 6

Bay View	20	Quesada Avenue	$ 9,200
Clement	28	6th Avenue	74,500
Outer Irving	40	23rd Avenue	213,000
Portola	22	San Bruno Avenue	47,000
Mission	38	18th and Capp Streets	154,000
Mission	74	Capp near 20th Street	256,500
	222		$ 754,200
	923		$4,391,171

Accomplishments to date under the foregoing program may be summarized as follows:

1. Private financing

   1) Completed:

a) 1963-1964	829 stalls	
b) 1949-1963	15,332 "	
c) Total	16,161 "	
11) Total under No. 1		16,161 stalls

2. Public-private financing

   1) Completed:

a) 1963-1964	800 stalls	
b) 1949-1963	5,117 "	
c) Total	5,917 "	
11) Under development:		
a) 1963-1964	2,426 stalls	
111) Total under No. 2		8,343 stalls

3. Public financing

   1) Completed:

a) 1963-1964	-	
b) 1949-1963	586 stalls	
c) Total	586 "	
11) Under development:		
a) 1963-1964	923 stalls	
111) Total under No. 3		1,509 stalls
4. GRAND TOTAL		26,013 stalls

The actual and projected total cost of this program is approximately $55 million of which, under the Parking Authority's program and policy, only about $9 million will have required public financing; roughly only about 16% of the total.

COMPARATIVE STATEMENT
San Francisco Municipal Parking Facilities
1963-1964

Facility	Gross Income 1962-63	Gross Income 1963-64	Increase-Decrease $	Increase-Decrease %	Rent Paid City 1962-63	Rent Paid City 1963-64	Increase-Decrease $	Increase-Decrease %
CANDLESTICK PARK (Autos)	$ 329,282.10	$ 304,448.85	-$ 24,833.25	-7.54	$292,782.66	$276,135.15	-$16,647.51	-5.69
C.CENTER AUTO	81,194.85	88,843.13	+ 7,648.28	+9.42	46,901.94	68,659.67	+ 21,757.73	+46.39
C.CENTER GARAGE	268,798.07	280.120.95	+11,322.88	+4.21	*	*		
5th & MISSION	603,825.98	639,907.37	+36,081.39	+5.98	*	*		
MARSHALL SQ.	39,934.54	45,769.83	+ 5,835.29	+14.61	30,567.42	35,353.39	+ 4,785.97	+15.66
MISSION-BARTLETT	45,631.84	43,299.23	- 2,332.61	-5.11	24,184.98	23,084.38	- 1,100.60	-4.55
PORTSMOUTH SQ.	208,810.56	397,913.23	+189,102.67	+90.56	*	*		
ST. MARY'S SQ.	661,140.12	700,366.41	+39,226.29	+5.93	30,561.21	32,539.38	+1,978.17	+6.47
7th & HARRISON	16,182.50	20,461.25	+ 4,278.75	+26.44	13,884.00	16,716.84	+2,832.84	+20.40
SUTTER-STOCKTON	653,308.53	699,382.35	+46,073.82	+ 7.05	*	*		
UNION SQ.	1,213,000.00	1,189,000.00	- 24,000.00	-1.98	179,222.17	230,736.04	+51,513.87	+28.74
FOREST HILL	804.00	804.00			804.00	804.00		
LAKESIDE VILLAGE	1,980.00	1,980.00			1,980.00	1,980.00		
TOTAL PROJECTS	$4,123,893.09	$4,412,296.60	+$288,403.51	+6.99	$620,888.38	$686,008.85	+$65,120.47	+10.49

*In the case of 5th & Mission Garage, Civic Center Plaza Garage, Sutter-Stockton Garage and Portsmouth Square Garage, under the contract the rent payable to the City annually is an amount equal to 100% of net income after the payment of operating costs and debt service charges. (Portsmouth Square Garage is 103%.)

Facility	Autos Parked 1962-63	Autos Parked 1963-64	Increase-Decrease #	Increase-Decrease %	Taxes Received 1962-63	Taxes Received 1963-64	Total Taxes and Rent 1962-63	Total Taxes and Rent 1963-64
CANDLESTICK PARK (Autos)	366,732	327,314	-39,418	-10.75	$ 427.97	$	$293,210.63	$276,135.15
(Buses)	4,465	5,126	+ 661	+14.80				
C.CENTER AUTO	116,300	127,851	+11,551	+ 9.93	988.89	295.79	47,890.83	68,955.46
C.CENTER GARAGE	347,204	354,553	+ 7,349	+ 2.12				
5th & MISSION	1,028,064	1,078,085	+50,021	+ 4.87				
MARSHALL SQ.	64,308	73,533	+ 9,225	+14.35	892.05	892.05	31,459.47	36,245.44
MISSION-BARTLETT	160,419	145,870	-14,549	- 9.07	282.54	319.26	24,467.52	23,403.64
PORTSMOUTH SQ.	199,108	252,950	+53,842	+27.04				
ST. MARY'S SQ.	380,717	387,090	+ 6,373	+ 1.67	31,484.51	34,916.72	62,045.72	67,456.10
7th & HARRISON	63,811	79,950	+16,139	+25.29			13,884.00	16,716.84
SUTTER-STOCKTON	644,053	706,134	+62,081	+ 9.64				
UNION SQ.	814,988	831,230	+16,242	+ 1.99	21,473.04	23,033.67	200,695.21	253,769.71
FOREST HILL	22,950	22,950					804.00	804.00
LAKESIDE VILLAGE	57,500	57,500					1,980.00	1,980.00
TOTAL PROJECTS	4,270,619	4,450,136	+179,517	+ 4.20	$55,549.00	$59,457.49	$676,437.38	$745,466.34

PRESENT STATUS OF 1947 PARKING BOND FUND

Original Bond Fund (authorized 1947)	$5,000,000.00	
Increment from Project Rents	469,735.15	
Increment from sale of Air Rights - St. Mary's Square Garage	99,890.00	
Total Fund Accruals		$5,569,625.15
Appropriated to June 30, 1964	$5,432,257.01	
Unappropriated balance June 30, 1964	137,368.14	
		$5,569,625.15
Bonds outstanding June 30, 1964	$2,600,000.00	
Bonds redeemed 1963-1964	$ 350,000.00	
Bond interest paid 1963-1964	$ 66,218.75	

ACKNOWLEDGMENT

The Parking Authority wishes to express its appreciation and to acknowledge the cooperation and assistance of yourself, the Chief Administrative Officer, members of the Board of Supervisors, the City Attorney, Controller, Director of Property, Director of Public Works, Director of Planning, City Engineer, the private garage industry, the public-spirited citizens comprising the corporations sponsoring many major projects, and others who have given so generously of their time and contributed so greatly to the advancement of its program during the past year.

Respectfully submitted,

PARKING AUTHORITY OF THE CITY
AND COUNTY OF SAN FRANCISCO

By

Vining T. Fisher
Director

VTF:he
Encs.


GEARY BOULEVARD PARKING PLAZA


NOE VALLEY PARKING PLAZA

ANNUAL REPORT

PARKING AUTHORITY
CITY AND COUNTY OF SAN FRANCISCO


SIXTEENTH-HOFF PARKING PLAZA


OUTER IRVING PARKING PLAZA

FISCAL YEAR ENDING JUNE 30, 1965


ALLEY PARKING PLAZA NO. 1


PORTOLA PARKING PLAZ


WEST PORTAL PARKING PLAZA NO. 1

Completed units in San Francisco's $4,500,000

PARKING AUTHORITY

ARTHUR S. BECKER, Chairman

Wm. JACK CHOW

DONALD MAGNIN

JOHN E. SULLIVAN

DAVID THOMSON

Staff:

VINING T. FISHER, Director

THOMAS J. O'TOOLE, Secretary

HONORABLE JOHN F. SHELLEY, Mayor
City and County of San Francisco

THE PARKING AUTHORITY of the
CITY AND COUNTY OF SAN FRANCISCO

JOHN F. SHELLEY, MAYOR

450 McALLISTER STREET • CITY HALL ANNEX • SAN FRANCISCO, CALIFORNIA 94102
ROOM 603 KLondike 8-3651

September 7, 1965

Honorable John F. Shelley, Mayor
City and County of San Francisco
200 City Hall
San Francisco, California 94102

STATEMENT OF ACTIVITIES OF THE PARKING AUTHORITY
City and County of San Francisco
Fiscal Year ending June 30, 1965

Dear Mayor Shelley:

The report of the Parking Authority for the fiscal year 1964-1965, together with supplemental information you have requested, is herewith respectfully submitted.

The financial status is set forth in attached copies of the Authority's four (4) quarterly reports.

PARKING AUTHORITY ORGANIZATION

The San Francisco Parking Authority is composed of:

Five Members appointed for four-year terms by the Mayor and approved by the Board of Supervisors.

Staff composed of four members, consisting of the Director, Secretary to the Authority, and two Secretaries.

PARKING AUTHORITY BUDGET

1963-1964	$42,102
1964-1965	$44,215
Past ten-year average	$41,992

PARKING AUTHORITY FUNCTION

The Parking Authority functions like a department of the City and County government and is directly responsible to the Mayor and the Board of Supervisors of the City and County of San Francisco.

September 7, 1967

Honorable John F. Shelley, Mayor
City and County of San Francisco
200 City Hall
San Francisco, California 94102

COMMENTS OF AUDITORS OF THE PARKING AUTHORITY
City and County of San Francisco
Fiscal Year Ending June 30, 1967

Dear Mayor Shelley:

The reports of the Parking Authority for the fiscal year 1966-1967, together with supplemental information you have requested, are submitted respectfully herewith.

The financial status as set forth in attached copies of the Authority's four (4) quarterly reports.

FINANCIAL AUTHORITY OPERATIONS

The San Francisco Parking Authority is composed of:

Five Parking Operations for four-year terms by the Mayor and approved by the Board of Supervisors.

Eight persons at four-year terms, consisting of the Director, Controller in the authority, and two Supervisors.

PARKING CAPACITY TRENDS

1963-1964	3,41.102
1964-1965	344,215
Past ten-year average	341,300

PARKING AUTHORITY REVENUE

The Parking Authority functions like a department of the City and County government and is directly responsible to the Mayor and the Board of Supervisors of the City and County of San Francisco.

In its present capacity, it is responsible for advising and making recommendations to the Mayor and Board of Supervisors on matters pertaining to the off-street parking program. Where required, the Authority also acts as an agent for the City and County government in carrying out off-street parking programs approved by the City administration.

Function No. 1: Investigative and recommendatory work required for the development of new off-street parking facilities throughout San Francisco.

Function No. 2: To make recommendation to the Mayor and Board of Supervisors regarding parking rates and charges and the operational procedures and regulations in force at each of the City and County off-street parking facilities for which it is responsible.

POLICY, PROGRAM AND ACCOMPLISHMENTS

The major accomplishments and activities of the Authority for the past year are shown below. These have been classified according to the Authority's policy and program adopted February 8, 1950.

Policy Point No. 1: Stimulation of and cooperation with private enterprise to finance and construct the facilities required under the off-street parking program.

New parking facilities reported completed and placed in operation during fiscal year 1964-1965: 867 stalls

These additions brought the total of new off-street parking spaces provided under this phase of the Authority program since October 6, 1949 to 17,028 stalls

Policy Point No. 2: Public cooperation with private enterprise to provide off-street parking by public provision of garage sites and private provision of the construction financing.

Construction in this Category

The following parking facilities have been financed and built as cooperative projects between the City and private business:

Name	Date Completed	Stall Capacity	Land Cost	Construction Cost	Total Project Cost
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Civic Center Plaza Garage	March 1, 1960	1,461	-0-	$4,500,000	$4,500,000
Sutter-Stockton Garage	November 19, 1960	932	$2,550,000	$3,680,000	$6,230,000
Portsmouth Square Garage	August 24, 1962	800	-0-	$3,200,000	$3,200,000
Civic Center Auto Park	December 18, 1953	276	-0-	$ 31,000	$ 31,000
Forest Hill Parking Plaza	July, 1957	13	-0-	-0-	-0-

Under Construction in this Category

The following garage is under construction in this category:

Golden Gateway Underground Garage

This project is under joint development by the City of San Francisco Golden Gateway Parking Corporation, Golden Gateway Center, the San Francisco Redevelopment Agency, and the Parking Authority.

Location: Sub-surface of the two City-block area bounded by Washington, Clay, Davis and Battery Streets.

Capacity: Self-parking 1,326 stalls

Size: 460,446 square feet comprising three levels.

Land cost: $1,090,000

Estimated total cost, subject to final audit: $7,090,000

Operation: Self parking

Proposed rate schedule: 50¢ first hour
35¢ each additional hour

Japanese Cultural Center Underground Garage

This project is under joint development by National-Braemar, Inc., the City of San Francisco Western Addition Parking Corporation, the San Francisco Redevelopment Agency, and the Parking Authority, subject to official approval of the City. It is reported that necessary and essential financing has finally been completed by the Corporation, and construction is expected to begin in late 1965, subject to approvals.

Present estimates indicate the following physical and financial facts for this project:

Location: Sub-surface of the three city-block area bounded by Geary, Post, Laguna and Fillmore Streets.

Capacity: Self parking - 800 stalls
Attendant parking - 1,100 stalls

Size: Two garages, one of two levels and one a single level.

Land cost: $256,640

Estimated construction cost: $3,750,000

Operation: Self parking; attendant parking optional.

Proposed Rate Schedule:	25¢	1 hour
	$1.50 maximum	to 6:00 P. M.
	$2.50 maximum	24 hours

Proposed Rate Schedule: (Unit B on Fillmore Street) Under rates comparable to those of the Neighborhood Parking Program.

This area will eventually become a section of the Neighborhood Program.

The capacity of the foregoing off-street parking project completed or under development jointly by government and private business under the Parking Authority program to date totals 8,208 parking stalls.

Policy Point No. 3: Direct public financing and construction, including site acquisition, where private construction was not or could not be undertaken.

The 8,500 special event parking stalls at Candlestick Park are considered a special case and are not carried as an increment of the general parking program.

Past construction under this category consists of:

Mission-Bartlett Parking Plaza	250 stalls
Lakeside Village Parking Plaza	49 stalls
7th and Harrison Parking Plaza	270 stalls
	569 stalls

Neighborhood Shopping District Parking Facilities

The basic parking program adopted by the Parking Authority on August 31, 1961, for the neighborhood shopping districts of the City will be a major addition to parking facilities provided under this category of direct public financing and construction.

The program comprises:

21 public parking lots, and
4 public parking garages, in
15 neighborhood shopping districts, with
919 parking stall total capacity, for
$4,373,971 estimated approximate cost.

Thus far all properties have been acquired for the Eureka Valley Parking Plaza No. 1, West Portal Parking Plaza No. 1, Geary Boulevard Parking Plaza No. 1, Outer Irving Parking Plaza, Noe Valley Parking Plaza, Portola Parking Plaza No. 1, and Sixteenth-Hoff Parking Plaza, and these facilities are in operation. Definite commitments have been received in other areas. The Authority at all times has done everything possible to alleviate hardship on families and owners of business whose properties have been required for such public use.

Under completion of the Neighborhood Parking Program, the number and capacity of parking facilities constructed under this category will be:

Number of facilities	28
Number of parking stalls	1,492

Financing Time Schedule:

1. The Controller of the City and County of San Francisco has estimated that the basic program can be financed in its entirety from monies now on deposit in our "Off-Street Parking Fund," plus the estimated increments which will be realized up to July 1, 1967. These are accruing from parking meter revenues at the rate of approximately $525,000 a year.

2. The Neighborhood Program, providing off-street parking facilities in these neighborhood districts, is as follows:

Projects approved to date: 17

District	Parking Stalls	General Location	Cost
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Eureka Valley	21	Collingwood Street	128,600
West Portal	21	West Portal Avenue	160,200
West Portal	20	Claremont-Ulloa Streets	172,100
Geary	22	Geary Boulevard	102,000
Geary	38	18th-19th Avenues	115,000
Outer Irving	25	Irving at 20th Avenue	113,232
Noe Valley	16	24th Street	53,900
Portola	15	Felton Street	44,800
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Mission	20	24th and Capp Streets	76,400
Clement	33	8th Avenue	165,300
Clement	28	9th Avenue	120,500
Marina	86	Pierce Street	612,000
North Beach	99	Vallejo Street	542,249
Excelsior	32	Norton-Harrington	130,970
Inner Irving	40	8th-9th Avenues	224,720
	609		$3,149,971

Projects re-referred and under study: 2

Haight-Ashbury	32	Haight and Cole Streets	$ 160,000
Polk	56	Sacramento Street	309,800
	88		$ 469,800

Projects requiring new site recommendations, primarily because of interim changes in original use: 6

Bay View	20	Quesada Avenue	$ 9,200
Clement	28	6th Avenue	74,500
Outer Irving	40	23rd Avenue	213,000
Portola	22	San Bruno Avenue	47,000
Mission	38	18th and Capp Streets	154,000
Mission	74	Capp near 20th Street	256,500
	222		$ 754,200
	919		$4,373,971

Accomplishments to date under the foregoing program may be summarized as follows:

1. Private financing

   1) Completed:

a) 1964-1965	867 stalls	
b) 1949-1964	16,161 "	
c) Total	17,028 "	
11) Total Under No. 1		17,028 stalls

2. Public-private financing

   1) Completed:

a) 1964-1965	-	
b) 1949-1964	5,782 stalls	
c) Total	5,782 "	
11) Under development:		
a) 1964-1965	2,426 stalls	
111) Total under No. 2		8,208 stalls

3. Public financing

   1) Completed:

a) 1964-1965	192 stalls	
b) 1949-1964	569 "	
c) Total	761 "	
11) Under development:		
a) 1964-1965	727 stalls	
111) Total under No. 3		1,488 stalls

4. GRAND TOTAL 26,724 stalls

The actual and projected total cost of this program is approximately $55 million, of which, under the Parking Authority's program and policy, only about $9 million will have required public financing; roughly only about 16% of the total.

COMPARATIVE STATEMENTS
San Francisco Municipal Parking Facilities
1964-1965

Facility	Gross Income				Rent paid City			
	1963-1964	1964-1965	Increase-Decrease		1963-1964	1964-1965	Increase-Decrease	
Candlestick Park (autos)	$ 304,448.85	$ 267,036.95	-$ 37,411.90	-12.29%	$276,135.15	$244,812.32	-$31,322.83	-11.34%
Civic Center Auto Park	88,843.13	95,189.80	6,346.67	7.14%	68,659.67	78,769.55	10,109.88	14.72%
Civic Center Garage	280,120.95	326,796.10	46,675.15	16.66%	*	*		
5th & Mission Garage	639,907.37	679,102.98	39,195.61	6.13%	*	*		
Marshall Square Parking Plaza	45,769.83	42,217.32	- 3,552.51	- 7.76%	35,353.39	32,345.00	- 3,008.39	- 8.51%
Mission-Bartlett Parking Plaza	43,299.23	41,637.98	- 1,661.25	- 3.84%	23,084.38	22,068.12	- 1,016.26	- 4.40%
Portsmouth Square Garage	397,913.23	472,347.91	74,434.68	18.71%	*	*		
St. Mary's Square Garage	700,366.41	746,525.31	46,158.90	6.59%	32,539.38	36,107.07	3,567.69	10.96%
7th & Harrison Parking Plaza	20,461.25	23,900.00	3,438.75	16.81%	16,716.84	19,526.29	2,809.45	16.81%
Sutter-Stockton Garage	699,382.35	716,370.41	16,988.06	2.43%	*	*		

Facility	Gross Income				Rent paid City			
	1963-1964	1964-1965	Increase-Decrease		1963-1964	1964-1965	Increase-Decrease	
Union Square Garage	$1,189,000.00	$1,170,886.64	-$ 18,113.36	- 1.52%	$230,736.04	$247,234.75	$16,498.71	7.15%
Forest Hill Parking Plaza	804.00	804.00			804.00	804.00		
Lakeside Village Parking Plazas	1,980.00	1,650.00	- 330.00	-16.67%	1,980.00	1,650.00**	- 330.00	-16.67%
TOTAL PROJECTS	$4,412,296.60	$4,584,465.40	$172,168.80	3.90%	$686,008.85	$683,317.10	-$ 2,691.75	.39%

*In the case of 5th & Mission Garage, Civic Center Plaza Garage, Sutter-Stockton Garage and Portsmouth Square Garage, under the contract the rent payable to the City annually is an amount equal to 100% of net income after the payment of operating costs and debt service charges. (Portsmouth Square Garage is 103%)

**Reverted to Neighborhood Parking Program May, 1965. Only 10 months' rental.

Facility	Taxes Received		Total Taxes and Rent		Automobiles Parked			
	1963-1964	1964-1965	1963-1964	1964-1965	1963-1964	1964-1965	Increase-Decrease	
Candlestick Park	$100,018.80	$100,039.35	$376,153.95	$344,851.67				
(Autos)					327,314	280,072	-47,242	-14.43%
(Buses)					5,126	4,206	- 920	-17.95%
Civic Center Auto Park	295.79	2,270.58	689.55	81,040.13	127,851	130,091	2,240	1.75%
Civic Center Garage	-0-	-0-	-0-	-0-	354,553	380,860	26,307	7.42%
5th & Mission Garage	-0-	42,614.91	-0-	42,614.91	1,078,085	1,110,337	32,252	2.99%
Marshall Square Parking Plaza	892.05	797.47	36,245.44	33,142.47	73,533	63,307	-10,226	-13.91%
Mission-Bartlett Parking Plaza	319.26	313.82	23,403.64	22,381.94	145,870	139,785	- 6,085	- 4.17%
Portsmouth Square Garage	-0-	28,927.74	-0-	28,927.74	252,950	445,168	192,218	75.99%
St. Mary's Square Garage	34,916.72	33,366.45	67,456.10	69,473.52	387,090	403,583	16,493	4.26%
7th & Harrison Parking Plaza	-0-	-0-	16,716.84	19,526.29	79,950	95,570	15,620	19.54%
Sutter-Stockton Garage	-0-	86,485.10	-0-	86,485.10	706,134	706,417	283	.04%

Facility	Taxes Received		Total Taxes and Rent		Automobiles Parked			
	1963-1964	1964-1965	1963-1964	1964-1965	1963-1964	1964-1965	Increase-Decrease	
Union Square Garage	$ 23,033.67	$ 19,567.60	$253,769.71	$266,802.35	831,230	836,680	5,450	.66%
Forest Hill Parking Plaza	-0-	-0-	804.00	804.00	22,950	22,950	-0-	-0-
Lakeside Village Parking Plazas	-0-	-0-	1,980.00	1,650.00	57,500	57,500	-0-	-0-
TOTAL PROJECTS	$159,476.29	$314,383.02	$845,485.14	$997,700.12	4,450,136	4,676,526	226,390	5.09%

PRESENT STATUS OF 1947 PARKING BOND FUND

Original Bond Fund (authorized 1947)	$5,000,000.00	
Increment from Project Rents	631,693.83	
Increment from sale of Air Rights - St. Mary's Square Garage	99,890.00	
Total Fund Accruals		$5,731,583.83
Appropriated to June 30, 1965	$5,569,625.15	
Unappropriated balance June 30, 1965	161,958.68	
		$5,731,583.83
Bonds outstanding June 30, 1965	$2,240,000.00	
Bonds redeemed 1964-1965	$ 360,000.00	
Bond interest paid 1964-1965	$ 58,512.00	

ACKNOWLEDGMENT

The Parking Authority wishes to express its appreciation and to acknowledge the cooperation and assistance of yourself, the Chief Administrative Officer, members of the Board of Supervisors, the City Attorney, Controller, Director of Property, Director of Public Works, Director of Planning, City Engineer, the private garage industry, the public-spirited citizens comprising the corporations sponsoring many major projects, and others who have given so generously of their time and contributed so greatly to the advancement of its program during the past year.

Respectfully submitted,

PARKING AUTHORITY OF THE CITY
AND COUNTY OF SAN FRANCISCO

By Vining T. Fisher
Vining T. Fisher
Director

VTF:he
Encs.

ST. MARY'S SQUARE GARAGE

UNION SQUARE GARAGE

PORTSMOUTH SQUARE GARAGE

ANNUAL REPORT

1965-66

SUTTER-STOCKTON GARAGE

FIFTH & MISSION GARAGE

CIVIC CENTER PLAZA GARAGE

LAKESIDE VILLAGE PARKING PLAZA

PARKING AUTHORITY

City & County of San Francisco

PARKING AUTHORITY

DONALD MAGNIN, Chairman

HARRY J. ALEO

ARTHUR S. BECKER

FRANCIS H. LOUIE

DAVID THOMSON

Staff:

VINING T. FISHER, Director

HONORABLE JOHN F. SHELLEY, Mayor
City and County of San Francisco

August 15, 1966

Honorable John F. Shelley
Mayor of San Francisco
200 City Hall
San Francisco, California 94102

Dear Mayor Shelley:

For the sixteenth successive year, your Parking Authority is pleased to report continued and substantial progress toward the realization of its objectives.

Notwithstanding the fact that major changes cccurred in both Staff and Commissioner personnel, the work of the Parking Authority was transacted without undue delay or hardship.

During the year just ended, the Authority experienced the untimely demise of its Secretary, Thomas J. O'Toole. It is to his memory that this report is respectfully dedicated.

The Honorable Francis H. Louie was appointed Commissioner on April 14, 1966 to fill the vacancy created by the resignation of the Honorable William Jack Chow.

Soon thereafter, the Honorable Harry J. Aleo was appointed to replace the Honorable John E. Sullivan. Mr. Sullivan was a member of the Authority for 9 years, and his valuable counsel, work and guidance will be sorely missed. He spearheaded the Neighborhood Parking Program during his tenure as a Commissioner, and the 11 neighborhood lots already in operation are evidence of the outstanding manner in which he performed his job.

Subsequent to the close of the fiscal year 1965-1966, the Authority was advised by Vining T. Fisher, Director, that he found it necessary to apply for sick leave and to retire from the Authority subsequent to the expiration of such sick leave.

The Authority was most fortunate in having available as a ready replacement for Mr. Fisher the most able Arthur S. Becker who resigned as a Parking Authority Commissioner on July 15, 1966 and was subsequently appointed Acting Director on July 18, 1966. Mr. Becker will become the Director upon the retirement of Mr. Fisher.

Within the last week the Honorable Frank J. Gallagher was appointed to the Authority, assuming the position made vacant by Mr. Becker.

In view of the many changes which took place during the just-completed year, the orderly conduct of business would have been impossible were it not that the Authority had the fullest measure of cooperation from its secretarial staff. Our thanks and appreciation go to Miss Helen Ellis and Miss Helen Juzix for their efficient assistance in the conduct of the work of the Authority during the various and frequent periods of transition.

Lastly, I wish to extend to you and the Board of Supervisors our profound and sincere appreciation for your cooperation and patient indulgence during what was a year of significant change.

As we enter the new year, the Parking Authority will continue to address itself to parking needs, both current and future. During the year we anticipate the opening of additional neighborhood parking lots and the Golden Gateway Garage. In addition, we will soon receive the results of a year-long survey of downtown parking demands. This report will provide the information necessary to the proper planning of future downtown parking facilities.

Respectfully submitted,

Donald Magnin

Donald Magnin
Chairman

THE PARKING AUTHORITY
CITY AND COUNTY OF SAN FRANCISCO
450 McALLISTER STREET — ROOM 603
SAN FRANCISCO, CALIFORNIA 94102
(415) 558-3651

JOHN F. SHELLEY, MAYOR

MEMBERS:
DONALD MAGNIN
CHAIRMAN
HARRY J. ALEO
FRANK J. GALLAGHER
FRANCIS H. LOUIE
DAVID THOMSON

ARTHUR S. BECKER
DIRECTOR

STATEMENT OF ACTIVITIES OF THE PARKING AUTHORITY
City and County of San Francisco
Fiscal Year ending June 30, 1966

The report of the Parking Authority for the fiscal year 1965-1966, together with supplemental information you have requested, is herewith respectfully submitted.

The financial status is set forth in attached copies of the Authority's four (4) quarterly reports.

PARKING AUTHORITY ORGANIZATION

The San Francisco Parking Authority is composed of:

Five Members appointed for four-year terms by the Mayor and approved by the Board of Supervisors.

Staff composed of four members, consisting of the Director, Secretary to the Authority, and two Secretaries.

PARKING AUTHORITY BUDGET

1964-1965	$44,215
1965-1966	$46,784
Past ten-year average	$42,859

PARKING AUTHORITY FUNCTION

The Parking Authority functions like a department of the City and County government and is directly responsible to the Mayor and the Board of Supervisors of the City and County of San Francisco.

In its present capacity, it is responsible for advising and making recommendations to the Mayor and Board of Supervisors on matters pertaining to the off-street parking program. Where required, the Authority also acts as an agent for the City and County government in carrying out off-street parking programs approved by the City administration.

Function No. 1: Investigative and recommendatory work required for the development of new off-street parking facilities throughout San Francisco.

Function No. 2: To make recommendation to the Mayor and Board of Supervisors regarding parking rates and charges and the operational procedures and regulations in force at each of the City and County off-street parking facilities for which it is responsible.

POLICY, PROGRAM AND ACCOMPLISHMENTS

The major accomplishments and activities of the Authority for the past year are shown below. These have been classified according to the Authority's policy and program adopted February 8, 1950.

Policy Point No. 1: Stimulation of and cooperation with private enterprise to finance and construct the facilities required under the off-street parking program.

New parking facilities reported completed and placed in operation during fiscal year 1965-1966:	1,861 stalls
These additions brought the total of new off-street parking spaces provided under this phase of the Authority program since October 6, 1949, to	18,889 stalls

Policy Point No. 2: Public cooperation with private enterprise to provide off-street parking by public provision of garage sites and private provision of the construction financing.

Construction in this Category

The following parking facilities have been financed and built as cooperative projects between the City and private business:

Name	Date Completed	Stall Capacity	Land Cost	Construction Cost	Total Project Cost
Civic Center Auto Park	December 18, 1953	276	-0-	$ 31,000	$ 31,000
St. Mary's Sq. Garage	May 12, 1954	828	$ 400,000	$2,300,000	$2,700,000
Forest Hill Parking Plaza	July 1, 1957	13	-0-	-0-	-0-

Name	Date Completed	Stall Capacity	Land Cost	Construction Cost	Total Project Cost
Ellis-O'Farrell Garage	August 5, 1957	750	-0-	-0-	$3,650,000*
Fifth and Mission Garage	August 28, 1958	938	$1,600,000	$2,135,000	$3,735,000
Civic Center Plaza Garage	March 1, 1960	1,461	-0-	$4,500,000	$4,500,000
Sutter-Stockton Garage	November 19, 1960	932	$2,550,000	$3,680,000	$6,230,000
Fifth and Mission Garage Expansion	November 21, 1961	534	-0-	$ 800,000	$1,000,000
Portsmouth Square Garage	August 24, 1962	800	-0-	$3,200,000	$3,200,000

* Privately financed and operated until July 20, 1965, at which time it reverted to the City.

Under Construction in this Category

The following garages are under construction in this category:

Golden Gateway Underground Garage

This project is under joint development by the City of San Francisco Golden Gateway Parking Corporation, Golden Gateway Center, the San Francisco Redevelopment Agency and the Parking Authority. It is nearing completion and is expected to open October 1, 1966.

Location: Sub-surface of the two City-block area bounded by Washington, Clay, Davis and Battery Streets

Capacity: Self-parking 1,326 stalls

Size: 460,446 square feet comprising three levels

Land cost: $1,090,000

Estimated total cost, subject to final audit: $7,090,000

Operation: Self parking

Proposed rate schedule: 50¢ first hour
35¢ each additional hour
$1.75 maximum (up to 24 hours)

Japanese Cultural Center Underground Garage

This project is under joint development by National-Braemar, Inc., the City of San Francisco Western Addition Parking Corporation, the San Francisco Redevelopment Agency, and the Parking Authority, subject to official approval of the City. Construction began November 3, 1965, and approximately 40% had been completed by the end of June, 1966. Completion is estimated by the end of 1966.

Present estimates indicate the following physical and financial facts for this project:

Location: Sub-surface of the three City-block area bounded by Geary, Post, Laguna and Fillmore Streets

Capacity: Self parking - 800 stalls
Attendant parking - 1,100 stalls

Size: Two garages, one of two levels and one a single level

Land cost: $256,640

Estimated construction cost: $3,750,000

Operation: Self parking; attendant parking optional

Proposed Rate Schedule:	25¢ first hour 25¢ each additional hour $1.50 maximum to 6 PM
6 PM to Midnight -	50¢ first two hours 25¢ each additional hour $1.00 maximum to midnight
Midnight to 7 AM -	50¢ first two hours 25¢ each additional hour $1.00 maximum to 7 AM $2.50 maximum 10-24 hours
Fillmore Merchants Validation stamps:	10¢ each Books of 500 @ $50.00 per book
Monthly rates -	$25 to $30
Proposed Rate Schedule: (Unit B on Fillmore Street)	Under rates comparable to those of the Neighborhood Parking Program. This area will eventually become a section of the Neighborhood Program.

Fifth and Mission Garage Expansion II

This project is under joint development by the City of San Francisco Downtown Parking Corporation and the Parking Authority, subject to approval by the City. The Letter of Intent and Agreement for financing, acquisition and construction of the addition have been approved. Start of construction is dependent upon acquisition of the property by the Redevelopment Agency.

Present estimates indicate the following physical and financial facts:

Location: From present terminus on Mission Street to Fourth and Minna Streets

Size: Approximately 24,000 square feet

Additional parking stalls: 296

Total parking stalls: 1,879

Estimated cost of land acquisition, demolition and site preparation: $880,000

Estimated construction cost: $725,000

Contractor: Donald M. Drake Co., Portland, Oregon

Engineers: H. J. Degenkolb & Associates

Operator: City of San Francisco Downtown Parking Corporation

Management: S. E. Onorato, Inc.

Operation: Self-parking

Parking Rates: 15¢ each hour
$1.25 maximum (24 hours)
$17.50 monthly

The capacity of the foregoing off-street parking projects completed or under development jointly by government and private business under the Parking Authority program to date totals 9,254 parking stalls.

Policy Point No. 3: Direct public financing and construction, including site acquisition, where private construction was not or could not be undertaken.

The 8,500 special event parking stalls at Candlestick Park are considered a special case and are not carried as an increment of the general parking program.

Past construction under this category consists of:

Mission-Bartlett Parking Plaza	250 stalls
*Lakeside Village Parking Plaza	49 stalls
7th and Harrison Parking Plaza	270 stalls
	569 stalls

* The City originally acquired the sites for these two neighborhood lots located at Ocean Avenue and Junipero Serra Boulevard, and Ocean Avenue and Nineteenth Avenue; constructed parking lots thereon and leased them to the Lakeside Village Merchants' Association for a period of twenty years, commencing October 1, 1956. On January 28, 1965, the Merchants' Association requested the City and County of San Francisco to cancel the existing lease on the two lots and include them in the neighborhood parking program. In March, 1965, the Lakeside Village Parking Plazas Nos. 1 and 2 were designated as municipal off-street parking lots and parking meter regulations were established for their operation.

Neighborhood Shopping District Parking Facilities

The basic parking program adopted by the Parking Authority on August 31, 1961, for the neighborhood shopping districts of the City will be a major addition to parking facilities provided under this category of direct public financing and construction.

The program comprises:

21 public parking lots, and
4 public parking garages, in
15 neighborhood shopping districts, with
923 parking stall total capacity, for
$4,549,631 estimated approximate cost

Thus far, all properties have been acquired for the Eureka Valley Parking Plaza No. 1 (Castro Street); West Portal Parking Plaza No. 1 (West Portal Avenue); Geary Boulevard Parking Plaza No. 1 (Geary Boulevard); Outer Irving Parking Plaza (20th Avenue); Noe Valley Parking Plaza (24th Street); Portola Parking Plaza No. 1 (Felton Street); Sixteenth-Hoff Parking Plaza (Mission District); Clement Shoppers Parking Center No. 1 (8th Avenue) and Clement Shoppers Parking Center No. 2 (9th Avenue). All of these facilities are in operation.

Definite commitments have been received in other areas. The Authority at all times has done everything possible to alleviate hardship on families and owners of business whose properties have been required for such public use.

Upon completion of the Neighborhood Parking Program, the number and capacity of parking facilities constructed under this category will be:

Number of facilities	28
Number of parking stalls	1,492

Financing Time Schedule:

1. The Controller of the City and County of San Francisco has estimated that the basic program can be financed in its entirety from monies now on deposit in our "Off-Street Parking Fund", plus the estimated increments which will be realized up to July 1, 1967. These are accruing from parking meter revenues at the rate of approximately $525,000 a year.

2. The Neighborhood Program, providing off-street parking facilities in these neighborhood districts, is as follows:

Projects approved to date: 17

District	Parking Stalls	General Location	Cost
Eureka Valley	21	Castro Street	$ 80,000
Eureka Valley	21	Collingwood Street	128,600
West Portal	20	West Portal Avenue	160,200
West Portal	26	Claremont-Ulloa Streets	167,000
Geary	22	Geary Boulevard	101,150
Geary	38	18th-19th Avenues	167,550
Outer Irving	25	Irving at 20th Avenue	111,161
Noe Valley	16	24th Street	49,108
Portola	15	Felton Street	42,451
Mission	72	Hoff-Rondel Streets	284,963
Mission	20	24th and Capp Streets	76,400
Clement	33	8th Avenue	156,437
Clement	28	9th Avenue	115,962
Marina	85	Pierce Street	612,000
North Beach	99	Vallejo Street	702,249
Excelsior	32	Norton-Harrington	138,100
Inner Irving	40	8th-9th Avenues	226,400
	613		$3,319,731

Projects re-referred and under study: 2

Haight-Ashbury	32	Haight and Cole Streets	$ 160,600
Polk	56	Sacramento Street	309,800
	88		$ 470,400

Projects requiring new site recommendations, primarily because of interim changes in original use: 6

Bay View	20	Quesada Avenue	$ 14,500
Clement	28	6th Avenue	74,500
Outer Irving	40	23rd Avenue	213,000
Portola	22	San Bruno Avenue	47,000
Mission	38	18th and Capp Streets	154,000
Mission	74	Capp near 20th Street	256,500
	222		$ 759,500
	923		$4,549,631

[illegible]

[illegible]

[illegible]

1. The [illegible] of the [illegible] [illegible] [illegible]

Accomplishments to date under the foregoing program may be summarized as follows:

Policy Point No. 1: (Private financing)

1)	Completed:		
	a) 1965-1966	1,861 stalls	
	b) 1949-1965	17,028 "	
	c) Total	18,889 "	
11)	Total Under No. 1		18,889 stalls

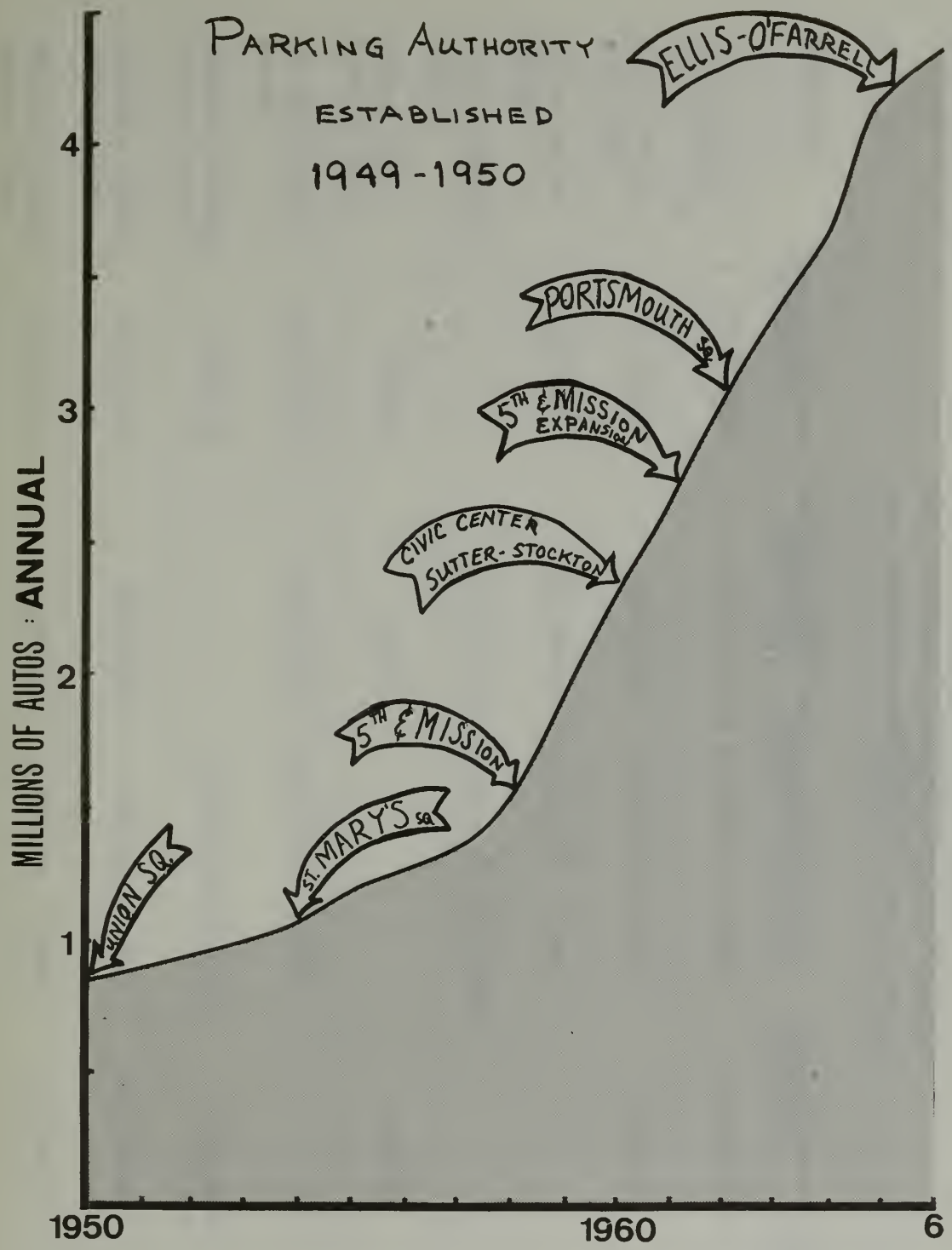
Policy Point No. 2: (Public-private financing)

1)	Completed:		
	a) 1965-1966	750 stalls	
	b) 1949-1965	5,782 "	
	c) Total	6,532 "	
11)	Under development:		
	a) 1965-1966	4,305 stalls	
111)	Total Under No. 2		10,837 stalls

Policy Point No. 3: (Public financing)

1)	Completed:		
	a) 1965-1966	252 stalls	
	b) 1949-1965	569 "	
	c) Total	821 "	
11)	Under development:		
	a) 1965-1966	671 stalls	
111)	Total Under No. 3		1,492 stalls
GRAND TOTAL			31,218 stalls

The actual and projected total cost of this program is approximately $55 million, of which, under the Parking Authority's program and policy, only about $9 million will have required public financing; roughly only about 16% of the total.



The Parking Authority, since its inception late in 1949, has striven constantly to provide better parking conditions in San Francisco.

The above chart shows the annual number of parkers served and illustrates this growth since 1950. In all, over 32 million parkers have been served in the past sixteen years.

The Union Square Garage was constructed in 1941. With the completion of St. Mary's Square Garage in 1954 and the 5th and Mission Garage in 1958, the number of parkers served increased rapidly. The subsequent completion of the Civic Center Plaza and Sutter-Stockton Garages in 1960, Portsmouth Square Garage in 1962 and the acquisition of the Ellis-O'Farrell Garage in 1965, has helped sustain this growth rate.

The completion of the Golden Gateway and Japanese Cultural Center Garages will add over 2,000 parking spaces to those already in existance. This will provide still better service to the San Francisco scene.

COMPARATIVE STATEMENTS
San Francisco Municipal Parking Facilities
1965-1966

Facility	Gross Income				Rent paid City			
	1964-1965	1965-1966	Increase (Decrease)		1964-1965	1965-1966	Increase (Decrease)	
Candlestick Park (Autos)	$ 267,036.95	$ 305,069.20	$ 38,032.25	14.24%	$ 244,812.32	$ 277,947.78	$ 33,135.46	13.53%
Civic Center Auto Park	95,189.80	93,339.58	(1,850.22)	(1.94%)	78,769.55	77,910.20	(859.35)	(1.09%
Civic Center Garage	326,796.10	336,906.38	10,110.28	3.09%	*	*		
Ellis-O'Farrell Garage		527,251.49	527,251.49	100.00%**		*		
Forest Hill Parking Plaza	804.00	804.00			804.00	804.00		
5th and Mission Garage	679,102.98	722,433.53	43,330.55	6.38%	*	*		
Lakeside Village Parking Plazas	1,650.00		(1,650.00)	(100.00%)	1,650.00***		(1,650.00)	(100.00%
Marshall Square Parking Plaza	42,217.32	42,560.42	343.10	.81%	32,345.00	33,429.36	1,084.36	3.35%
Mission-Bartlett Parking Plaza	41,637.98	43,256.97	1,618.99	3.88%	22,068.12	23,240.76	1,172.64	5.31%
Portsmouth Square Garage	472,347.91	523,612.39	51,264.48	10.85%	*	*		

CONSOLIDATED STATEMENT
San Francisco Unified School District
1969-70

Facility	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Consolidated Food Service	[illegible]	708,000.00	28,000.00	[illegible]	44,[illegible].32	[illegible]
Civic Center Pool Fund	20,[illegible].00	93,[illegible].00	(1,[illegible].25)	(1.00%)	14,[illegible].55	[illegible]
Civic Center Energy	[illegible]	[illegible]	10,[illegible].00	1.05%	*	*
Civic-Cultural Center		[illegible]	24,[illegible].00	100.00%		*
Energy [illegible] Facility Fund	0.00	[illegible]			50.00	[illegible]
[illegible] Damage	[illegible]	[illegible]	[illegible]	[illegible]	*	*
Lunardo Villa Parking Fund	1,[illegible].00		(1,[illegible].00)	(100.00%)	1,[illegible].00	(1,[illegible].00)
Baseball Square Parking Lot	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Mission-Harrison Parking Lot	[illegible]	[illegible]	1,[illegible].00	3.09%	22,[illegible]	[illegible]
Fortsmouth Square Garage	[illegible]	[illegible]	21,[illegible].00	10.95%	*	*

Facility	Gross Income				Rent paid City			
	1964-1965	1965-1966	Increase (Decrease)		1964-1965	1965-1966	Increase (Decrease)	
St. Mary's Sq. Garage	$ 746,525.31	$ 801,517.71	$ 54,992.40	7.36%	$ 36,107.07	$ 39,508.11	$ 3,401.04	9.41%
7th & Harrison Parking Plaza	23,900.00	23,539.00	(361.00)	(1.51%)	19,526.29	19,233.32	(292.97)	(1.50%)
Sutter-Stockton Garage	716,370.41	727,415.84	11,045.43	1.54%	*	*		
Union Square Garage	1,173,939.78	1,187,539.91	13,600.13	1.15%	247,234.75	258,443.12	11,208.37	4.53%
TOTAL PROJECTS	$4,587,518.54	$5.335,246.42	$747,727.88	16.29%	$683,317.10	$730,516.65	$47,199.55	6.90%

* In the case of 5th and Mission Garage, Civic Center Plaza Garage, Sutter-Stockton Garage under the contract, the rent payable to the City annually is an amount equal to 100% of net income after the payment of operating costs and debt service charges. Portsmouth Square Garage pays 103% of their net income after expenses.

** Reverted to the City July, 1965.

*** Reverted to Neighborhood Parking Program May, 1965. Only 10 months' rental received.

Facility	Taxes Received		Total Taxes and Rent		Automobiles Parked			
	1964-1965	1965-1966	1964-1965	1965-1966	1964-1965	1965-1966	Increase	(Decrease)
Candlestick Park (Autos)	$ 475.34	$ 525.75	$245,287.66	$278,473.53	280,072	329,375	49,303	17.60%
(Buses)					4,206	4,288	82	1.94%
Civic Center Auto Park	2,270.58	*	81,040.13	77,910.20	130,091	129,752	(339)	(.26%)
Civic Center Garage					380,860	389,235	8,375	2.19%
Ellis-O'Farrell Garage		77,366.75		77,366.75		400,251	400,251	100.00%**
Forest Hill Parking Plaza			804.00	804.00	22,950	22,950		
5th and Mission Garage	42,614.91	45,246.00	42,614.91	45,246.00	1,110,337	1,147,833	37,496	3.37%
Lakeside Village Parking Plazas			1,650.00		57,500		(57,500)	(100.00%)***
Marshall Square Parking Plaza	797.47	601.04	33,142.47	34,030.40	63,307	63,612	305	.48%
Mission-Bartlett Parking Plaza	313.82	345.78	22,381.94	23,586.54	139,785	130,236	(9,549)	(6.83%)
Portsmouth Square Garage	28,927.74	31,130.37	28,927.74	31,130.37	445,168	471,875	26,707	5.99%

Facility	Taxes Received		Total Taxes and Rent		Automobiles Parked			
	1964-1965	1965-1966	1964-1965	1965-1966	1964-1965	1965-1966	Increase	(Decrease)
St. Mary's Sq. Garage	$ 33,366.45	$ 36,103.50	$ 69,473.52	$ 75,611.61	403,583	418,879	15,296	3.79%
7th & Harrison Parking Plaza			19,526.29	19,233.32	95,570	103,072	7,502	7.84%
Sutter-Stockton Garage	86,485.10	92,681.00	86,485.10	92,681.00	706,417	710,355	3,938	.55%
Union Square Garage	19,567.60	11,456.50	266,802.35	269,899.62	836,680	854,480	17,800	2.12%
TOTAL PROJECTS	$ 214,819.01	$ 295,456.69	$ 898,136.11	$1,025,973.34	4,676,526	5,176,193	499,667	10.68%

* Not taxed this fiscal year.

** Reverted to City July, 1965.

*** Reverted to Neighborhood Parking Program May, 1965.

PRESENT STATUS OF 1947 PARKING BOND FUND

Original Bond Fund (authorized 1947)	$5,000,000.00	
Increment from Project Rents	819,025.79	
Increment from sale of Air Rights - St. Mary's Square Garage	99,890.00	
Total Fund Accruals		$5,918,915.79
Appropriated to June 30, 1966	$5,731,583.83	
Unappropriated balance June 30, 1966	187,331.96	
		$5,918,915.79
Bonds outstanding June 30, 1966	$1,840,000.00	
Bonds redeemed 1965-1966	400,000.00	
Bond interest paid 1965-1966	51,750.00	

ACKNOWLEDGMENT

The Parking Authority wishes to express its appreciation and to acknowledge the cooperation and assistance of Mayor Shelley, the Chief Administrative Officer, members of the Board of Supervisors, the City Attorney, Controller, Director of Property, Director of Public Works, City Engineer, Traffic Engineer, Director of Planning, the private garage industry, the public-spirited citizens comprising the corporations sponsoring many major projects, and others who have given so generously of their time and contributed so greatly to the advancement of its program during the past year.

Respectfully submitted,

PARKING AUTHORITY OF THE CITY
AND COUNTY OF SAN FRANCISCO

By Arthur S. Becker

Arthur S. Becker
Acting Director

ASB:hj
Encs.

ANNUAL REPORT
1966 - 1967

PARKING AUTHORITY
City & County of San Francisco

PARKING AUTHORITY

DONALD MAGNIN, Chairman

HARRY J. ALEO

FRANK J. GALLAGHER

FRANCIS H. LOUIE

DAVID THOMSON

Staff:

ARTHUR S. BECKER, Director

HONORABLE JOHN F. SHELLEY, Mayor
City and County of San Francisco

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Honorable John F. Shelley
Mayor, City and County of San Francisco
200 City Hall
San Francisco, California 94102

Dear Mayor Shelley:

I submit, herewith, on behalf of the Members of the Authority and its staff, the Annual Report of the San Francisco Parking Authority.

In the year just ended, the Authority continued its work in the development of additional neighborhood parking facilities.

Land acquisition was completed, or is in the process of being completed, for the following neighborhood sites:

Eureka Valley (Collingwood Street)
Excelsior (Norton-Harrington Streets)
Geary (18th-19th Avenues)
Inner Irving (8th-9th Avenues)
Mission (24th and Capp Streets)
West Portal (Claremont-Ulloa Street)

Most significant, the Authority has awarded the contract for its first multi-level neighborhood parking garage (The North Beach Garage), and the ground-breaking for this facility took place on October 2, 1967, with completion scheduled on or about October 2, 1968.

Most of the land for the greatly needed Marina Garage has been acquired, and it is anticipated that the remaining parcel needed will be acquired shortly.

During the year, the 1200-stall Golden Gateway Garage was opened, and is now in operation. This facility not only will serve the visitors to and occupants of the Golden Gateway development, but is also providing much needed parking capacity for the Financial District area.

Of particular import are the conclusions derived from the recently completed Downtown Parking and Traffic Survey. The future demand for a substantial amount of additional parking in the downtown core area is so clearly demonstrated by the survey, that we can conclude that it is essential that we address ourselves to this problem, and the solution thereof, within the immediate future.

Under the able direction of Mr. Arthur S. Becker, who has just completed his first full year as the Director of the Authority, the Authority was able to enjoy a degree of co-operation from all other City departments never before experienced. The Commissioners join me in extending our thanks to these agencies.

On behalf of the Members and staff of the Authority, I express to you our profound thanks for your co-operation and support.

To the Board of Supervisors, my thanks for their having accepted, almost without exception, all recommendations made by the Authority after careful, in-depth study, and deliberation.

The need for parking is a continuing one, and, knowledgeable of this fact, the Authority will endeavor to address itself to these problems sufficiently in advance so that we can plan programs and implement these programs in a timely manner.

Respectfully submitted,

Donald Magnin

Donald Magnin

THE PARKING AUTHORITY
CITY AND COUNTY OF SAN FRANCISCO
450 McALLISTER STREET — ROOM 603
SAN FRANCISCO, CALIFORNIA 94102
(415) 558-3651

JOHN F. SHELLEY, MAYOR

MEMBERS:
DONALD MAGNIN
CHAIRMAN
HARRY J. ALEO
FRANK J. GALLAGHER
FRANCIS H. LOUIE
DAVID THOMSON

ARTHUR S. BECKER
DIRECTOR

STATEMENT OF ACTIVITIES OF THE PARKING AUTHORITY
City and County of San Francisco
Fiscal Year ending June 30, 1967

The report of the Parking Authority for the fiscal year 1966-1967, together with supplemental information you have requested, is herewith respectfully submitted.

The financial status is set forth in attached copies of the Authority's four (4) quarterly reports.

PARKING AUTHORITY ORGANIZATION

The San Francisco Parking Authority is composed of:

Five Members appointed for four-year terms by the Mayor and approved by the Board of Supervisors.

Staff composed of three members, consisting of the Director, and two Secretaries.

PARKING AUTHORITY BUDGET

1965-1966	$47,637
1966-1967	$49,570
Past ten-year average	$43,829

PARKING AUTHORITY FUNCTION

The Parking Authority functions like a department of the City and County government and is directly responsible to the Mayor and the Board of Supervisors of the City and County of San Francisco.

In its present capacity, it is responsible for advising and making recommendations to the Mayor and Board of Supervisors on matters pertaining to the off-street parking program. Where required, the Authority also acts as an agent for the City and County government in carrying out off-street parking programs approved by the City administration.

Function No. 1: Investigative and recommendatory work required for the development of new off-street parking facilities throughout San Francisco.

Function No. 2: To make recommendation to the Mayor and Board of Supervisors regarding parking rates and charges and the operational procedures and regulations in force at each of the City and County off-street parking facilities for which it is responsible.

POLICY, PROGRAM AND ACCOMPLISHMENTS

The major accomplishments and activities of the Authority for the past year are shown below. These have been classified according to the Authority's policy and program adopted February 8, 1950.

Policy Point No. 1: Stimulation of and cooperation with private enterprise to finance and construct the facilities required under the off-street parking program.

New parking facilities reported completed and placed in operation during fiscal year 1966-1967:	2,090 stalls
These additions brought the total of new off-street parking spaces provided under this phase of the Authority program since October 6, 1949, to	20,979 stalls

Policy Point No. 2: Public cooperation with private enterprise to provide off-street parking by public provision of garage sites and private provision of the construction financing.

Constructed and In Operation in this Category

The following parking facilities have been financed and built as cooperative projects between the City and private business:

Name	Date Completed	Stall Capacity	Land Cost	Construction Cost	Total Project Cost
Union Square Garage	September 11, 1942	1,081	$ -0-	$1,646,331	$1,646,331*
Civic Center Auto Park	December 18, 1953	276	-0-	31,000	31,000
St. Mary's Square Garage	May 12, 1954	828	417,513	2,300,000	2,717,513
Forest Hill Parking Plaza	July 1, 1957	13	-0-	-0-	-0-
Ellis-O'Farrell Garage	August 5, 1957	900	-0-	-0-	2,800,000**
Fifth and Mission Garage	August 28, 1958	1,472	1,690,970	2,966,697	4,657,667
Civic Center Plaza Garage	March 1, 1960	840	-0-	4,298,822	4,298,822
Sutter-Stockton Garage	November 19, 1960	870	2,665,069	3,837,177	6,502,246
Fifth & Mission Garage Expansion I	November 21, 1961	534	-0-	1,000,000	1,000,000
Portsmouth Square Garage	August 24, 1962	504	-0-	3,181,500	3,181,500
Golden Gateway Garage	December 21, 1966	1,000	1,090,000	6,135,000	7,225,000
		8,318			

* All debts of the Union Square Garage Corporation have been retired, and effective August 31, 1961, it assigned all of its interest in the Management and Occupancy Agreement to the City. After transferring its remaining assets to the City, the Union Square Garage Corporation filed a certificate of winding up and dissolution with the Secretary of State. A new operating lease was executed between the City and a private garage operator for a period of ten years and 9 months, commencing October 1, 1967.

** Privately financed and operated until July 20, 1965, at which time it was acquired by the City.

Under Construction in this Category

The following garages are under construction in this category:

Japanese Cultural Center Underground Garage

This project is under joint development by National-Braemar, Inc., the City of San Francisco Western Addition Parking Corporation, the San Francisco Redevelopment Agency, and the Parking Authority, subject to official approval of the City. Construction began on November 3, 1965. Completion is estimated by December 1, 1967.

Present estimates indicate the following physical and financial facts for this project:

Location:	Sub-surface of the three City-block area bounded by Geary, Post, Laguna and Fillmore Streets
Capacity:	Self parking - 800 stalls Attendant parking - 1,100 stalls
Size:	Two garages, one of two levels and one a single level
Land cost:	$256,640
Estimated Construction Cost:	$3,750,000
Operation:	Self parking; attendant parking optional
Proposed Rate Schedule:	25¢ first hour 25¢ each additional hour $1.50 maximum to 6 p.m.
6 p.m. to Midnight -	50¢ first two hours 25¢ each additional hour $1.00 maximum to midnight
Midnight to 7 a.m. -	50¢ first two hours 25¢ each additional hour $1.00 maximum to 7 a.m. $2.50 maximum 10-24 hours
Fillmore Merchants Validation stamps:	10¢ each Books of 500 @ $50 per book
Monthly rates -	$25 to $30
Proposed Rate Schedule: (Unit B on Fillmore Street)	Under rates comparable to those of the Neighborhood Parking Program. This area will eventually become a section of the Neighborhood Program.

Fifth and Mission Garage Expansion II

This project is under joint development by the City of San Francisco Downtown Parking Corporation and the Parking Authority, subject to approval by the City. The Letter of Intent and Agreement for financing, acquisition and construction of the addition have been approved. Start of construction is dependent upon acquisition of the property by the Redevelopment Agency.

Present estimates indicate the following physical and financial facts:

Location:	From present terminus on Mission Street to Fourth and Minna Streets
Size:	Approximately 24,000 square feet
Additional parking stalls:	296
Total parking stalls:	1,879
Estimated cost of land acquisition, demolition and site preparation:	$880,000
Estimated construction cost:	$725,000
Contractor:	Donald M. Drake Co., Portland, Oregon
Engineers:	H. J. Degenkolb & Associates
Operator:	City of San Francisco Downtown Parking Corp.
Management:	S. E. Onorato, Inc.
Operation:	Self-parking
Parking Rates:	15¢ each hour $1.25 maximum (24 hours) $17.50 monthly

The capacity of the foregoing off-street parking projects completed or under development jointly by government and private business under the Parking Authority program to date totals 9,714 parking stalls.

Policy Point No. 3: Direct public financing and construction, including site acquisition, where private construction was not or could not be undertaken.

The 8,500 special event parking stalls at Candlestick Park are considered a special case and are not carried as an increment of the general parking program.

Constructed and In Operation in this Category

Mission-Bartlett Parking Plaza	250 stalls
Lakeside Village Parking Plaza *	49 stalls
Seventh & Harrison Parking Plaza	270 stalls
	569 stalls

* The City originally acquired the sites for these two neighborhood lots located at Ocean Avenue and Junipero Serra Boulevard, and Ocean Avenue and Nineteenth Avenue; constructed parking lots thereon and leased them to the Lakeside Village Merchants' Association for a period of twenty years, commencing October 1, 1956. On January 28, 1965, the Merchants' Association requested the City and County of San Francisco to cancel the existing lease on the two lots and include them in the neighborhood parking program. In March, 1965, the Lakeside Village Parking Plazas Nos. 1 and 2 were designated as municipal off-street parking lots and parking meter regulations were established for their operation.

Neighborhood Shopping District Parking Facilities

The basic parking program adopted by the Parking Authority on August 31, 1961, for the neighborhood shopping districts of the City will be a major addition to parking facilities provided under this category of direct public financing and construction. The program comprises:

21 public parking lots, and
4 public parking garages, in
15 neighborhood shopping districts, with
984 parking stall total capacity, for
$4,839,013 estimated approximate cost

Thus far, all properties have been acquired for: the Eureka Valley Parking Plaza No. 1 (Castro Street); West Portal Parking Plaza No. 1 (West Portal Avenue); Geary Boulevard Parking Plaza No. 1 (Geary Boulevard); Outer Irving Parking Plaza (20th Avenue); Noe Valley Parking Plaza (24th Street); Portola Parking Plaza No. 1 (Felton Street); Sixteenth-Hoff Parking Plaza (Mission District); Clement Shoppers Parking Center No. 1 (8th Avenue) and Clement Shoppers Parking Center No. 2 (9th Avenue). All of these facilities are in operation.

Definite commitments have been received in other areas. The Authority at all times has done everything possible to alleviate hardship on families and owners of business whose properties have been required for such public use.

Upon completion of the Neighborhood Parking Program, the number and capacity of parking facilities constructed under this category will be:

Number of facilities	28
Number of parking stalls	1,553

Financing Time Schedule:

1. The Controller of the City and County of San Francisco has estimated that the basic program can be financed in its entirety from monies now on deposit in our "Off-Street Parking Fund", plus the estimated increments which will be realized up to July 1, 1967. These are accruing from parking meter revenues at the rate of approximately $525,000 a year.

2. The Neighborhood Program, providing off-street parking facilities in these neighborhood districts, is as follows:

Projects approved and completed: 9

District	Parking Stalls	Cost
Eureka Valley (Castro Street)	21	$ 79,769
West Portal (West Portal Avenue)	20	135,490
Geary (Geary Boulevard)	22	101,133
Outer Irving (20th Avenue)	25	111,161
Noe Valley (24th Street)	16	52,629
Portola (Felton)	15	42,451
Mission (16th and Hoff)	72	284,096
Clement (8th Avenue)	33	155,827
Clement (9th Avenue)	28	111,053
	252	$1,073,609

Projects approved and awaiting construction: 2

Eureka Valley (Collingwood)	21	$ 148,279
North Beach (Vallejo Street)	163	937,725
	184	$1,086,004

Projects approved and land acquisition in progress:	6	
District	Stalls	Cost
Excelsior (Norton-Harrington)	32	$ 138,100
Geary (18th-19th Avenues)	38	167,550
Inner Irving (8th-9th Avenues	40	226,400
West Portal (Claremont-Ulloa)	26	167,850
Mission (24th and Capp Streets)	20	76,400
Marina (Pierce Street)	82	762,000
	238	$1,538,300
Projects re-referred and under study:	2	
Haight-Ashbury (Haight and Cole)	32	$ 138,600
Polk (Sacramento Street)	56	243,000
	88	$ 381,600
Projects requiring new site recommendations, primarily because of interim changes in original use:	6	
Bay View (Quesada Avenue)	20	$ 14,500
Clement (6th Avenue)	28	74,500
Outer Irving (23rd Avenue)	40	213,000
Portola (San Bruno Avenue)	22	47,000
Mission (18th and Capp Streets)	38	154,000
Mission (Capp near 20th Street)	74	256,500
	222	$ 759,500
Totals	984	$4,839,013

Projects approved and land acquisition in progress:

Activity	Acres	Cost
Brooklyn (Gravesend-Dyker-Bergen)	[illegible]	$ [illegible]
Coney Island (Surfside Avenue)	[illegible]	[illegible]
Tower Lands (Coney Island)	[illegible]	[illegible]
Shore Front (Jamaica-Hillside)	[illegible]	[illegible]
Alley (Flushing and Long Island)	[illegible]	[illegible]
Marine (Flushing Bay)	[illegible]	[illegible]
	[illegible]	[illegible]

Land-fill projects in and adjacent to New York City:

Rockaway-Jamaica Bay (Belmont and Cross)	[illegible]	[illegible]
[illegible] (Government Island)	[illegible]	[illegible]
	[illegible]	[illegible]

Projects requiring new air transportation, primarily because of intensive damage in original area:

[illegible] (Coney Island)	[illegible]	[illegible]
Flushing ([illegible] avenue)	[illegible]	[illegible]
Jones Beach (Zeta Island)	[illegible]	[illegible]
Florida (Fort Tilden Island)	[illegible]	[illegible]
Marine (Jamaica and Long Island)	[illegible]	[illegible]
Marine (Coney Island [illegible])	[illegible]	[illegible]
	[illegible]	$ [illegible]

Totals [illegible] [illegible]

Accomplishments to date under the foregoing program may be summarized as follows:

Policy Point No. 1:(Private financing)

1) Completed:

a)	1966-1967	2,090 stalls	
b)	1949-1966	18,889 "	
c)	Total	20,979 "	

11) Total Under No. 1 — 20,979 stalls

Policy Point No. 2: (Public-private financing)

1) Completed:

a)	1966-1967	1,000 stalls	
b)	1949-1966	7,318 "	
c)	Total	8,318 "	

11) Under development:

a)	1966-1967	1,396 stalls	

111) Total Under No. 2 — 9,714 stalls

Policy Point No. 3: (Public financing)

1) Completed:

a)	1966-1967	252 stalls	
b)	1949-1966	569 "	
c)	Total	821 "	

11) Under development:

a)	1966-1967	732 stalls	

111) Total Under No. 3 — 1,553 stalls

GRAND TOTAL — 32,246 stalls

The actual and projected total cost of this program is approximately $55 million, of which, under the Parking Authority's program and policy, only about $9 million will have required public financing; roughly only about 16% of the total.

(Scoring) Answer in dots and in the appropriate columns and in accordance as follows:

Policy Issued Jan. 1 (Persons Insured)

1) Ordinary:

a) 1,000-dollar	1,000 units	
b) 2,000-dollar	2,000 "	
c) Total	"	

(2) Total Ordinary No. 1 (Every Person)

Policy Issued Jan. 2: (Multi-Service Insured)

1) Ordinary:

a) 1,000-dollar	1,000 units	
b) 2,000-dollar	2,000 "	
c) Total	"	

(2) Total Ordinary:

a) 3,000-dollar 3,000 units

(3) Total Ordinary No. 2 (Multi Insured)

Policy Issued Jan. 3: (Joint Insured)

1) Ordinary:

a) 1,000-dollar	250 units	
b) 2,000-dollar	500 "	
c) Total	"	

(2) Total Ordinary:

a) 3,000-dollar 750 units

(4) Total Ordinary No. 3 (Joint Insured)

Grand Total: (Every Person)

The issued and projected value must be kept separate in accordance with the relations of the two Insured Persons. Accordingly, whether one insured or both, only two required units (Ordinary Insurance) should be kept on the Card.

COMPARATIVE STATEMENTS
San Francisco Municipal Parking Facilities
1966-1967

Facility	Gross Income				Rent paid City			
	1965-1966	1966-1967	Increase (Decrease)		1965-1966	1966-1967	Increase (Decrease)	
Candlestick Park	$305,069.20	$304,211.80	($ 857.40)	(.28%)	$277,947.78	$306,971.93	$ 29,024.15	10.44%
Civic Center Auto Park	93,339.58	121,196.55	27,856.97	29.84%	77,910.20	105,837.61	27,927.41	35.85%
Civic Center Garage	336,906.38	332,857.52	(4,048.86)	(1.20%)	*	*		
Ellis-O'Farrell Garage	527,251.49	649,571.85	122,320.36	.97%	*	*		
Forest Hill Parking Plaza	804.00	804.00			804.00	804.00		
5th and Mission Garage	722,433.53	746,900.69	24,467.16	3.39%	*	*		
Golden Gateway Garage	**	78,793.98	78,793.98	100.00%	*	*		
Marshall Square Parking Plaza	42,560.42	42,147.67	(412.75)	(.97%)	33,429.36	32,267.67	(1,161.69)	(3.48%
Mission-Bartlett Parking Plaza	43,256.97	45,182.80	1,925.83	4.45%	23,240.76	24,003.51	762.75	3.28%

Facility	Gross Income 1965-1966	Gross Income 1966-1967	Gross Income Increase (Decrease)		Rent paid City 1965-1966	Rent paid City 1966-1967	Rent paid City Increase (Decrease)	
Portsmouth Sq. Garage	$523,612.39	$600,733.26	$ 77,120.87	14.7%	*	*		
St. Mary's Sq. Garage	801,517.71	891,663.49	90,145.78	11.25%	$ 39,508.11	$ 38,793.62	$ (714.49)	(1.81%)
7th & Harrison Parking Plaza	23,539.00	21,687.75	(1,851.25)	(7.86%)	19,233.32	17,718.89	(1,514.43)	(7.87%)
Sutter-Stockton Garage	727,415.84	772,012.39	44,596.55	6.13%	*	*		
Union Square Garage	1,193,857.71	1,189,012.66	(4,845.05)	(.41%)	258,443.12	257,400.06	(1,043.06)	(.40%)
TOTAL PROJECTS	$5,341,564.22	$5,796,776.41	$455,212.19	8.52%	$730,516.65	$783,797.29	$ 53,280.64	7.29%

* In the case of 5th and Mission Garage, Civic Center Plaza Garage, Sutter-Stockton Garage and Golden Gateway Garage, under the contract, the rent payable to the City annually is an amount equal to 100% of net income after the payment of operating costs and debt service charges. Portsmouth Square Garage pays 103% of their net income after expenses.

** Golden Gateway Garage opened December 21, 1966, therefore, only six months' experience shown.

Facility	Taxes Received		Total Taxes and Rent		Automobiles Parked			
	1965-1966	1966-1967	1965-1966	1966-1967	1965-1966	1966-1967	Increase (Decrease)	
Candlestick Park (Autos)	$ 475.34	$ 523.24	$278,423.12	$307,495.17	329,375	327,773	(1,602)	(.49%)
(Buses)					4,288	4,781	493	11.50%
Civic Center Auto Park	2,270.58	*	80,180.78	105,837.61	129,752	126,384	(3,368)	(2.60%)
Civic Center Garage					389,235	394,766	5,531	1.42%
Ellis-O'Farrell Garage		77,290.67		77,290.67	400,251	473,112	72,861	18.20%
Forest Hill Parking Plaza			804.00	804.00	22,950	22,950		
5th and Mission Garage	42,614.91	45,201.84	42,614.91	45,201.84	1,147,833	1,162,868	15,035	1.31%
Golden Gateway Garage					**	43,104	43,104	100.00%
Marshall Square Parking Plaza	797.47	600.46	34,226.83	32,868.13	63,612	59,797	(3,815)	(6.00%)
Mission-Bartlett Parking Plaza	313.82	345.44	23,554.58	24,348.95	130,236	141,526	11,290	8.67%

Facility	Taxes Received		Total Taxes and Rent		Automobiles Parked			
	1965-1966	1966-1967	1965-1966	1966-1967	1965-1966	1966-1967	Increase (Decrease)	
Portsmouth Sq. Garage	$ 28,927.74	$ 31,099.76	$ 28,927.74	$ 31,099.76	471,875	546,619	74,744	15.84%
St. Mary's Sq. Garage	33,366.45	36,068.00	72,874.56	74,861.62	418,879	448,944	30,065	7.18%
7th & Harrison Parking Plaza			19,233.32	17,718.89	103,072	86,750	(16,322)	(15.84%)
Sutter-Stockton Garage	86,485.10	92,590.62	86,485.10	92,590.62	710,355	733,728	23,373	3.29%
Union Square Garage	19,567.60	11,445.24	278,010.72	268,845.30	863,256	882,313	19,057	2.21%
TOTALS	$214,819.01	$295,165.27	$945,335.66	$1,078,962.56	5,184,969	5,455,415	270,446	5.22%

* Not taxed this fiscal year.

** Golden Gateway Garage opened December 21, 1966, therefore, only six months' experience shown.

PRESENT STATUS OF 1947 PARKING BOND FUND

Original Bond Fund (authorized 1947 and issued)	$5,000,000.00
Transferred to Account	232,684.59
Appropriated	$5,232,684.59
Expended	5,230,438.41
Surplus*	$ 2,246.18
Unappropriated balance June 30, 1967	$ 214,097.69

* Account closed June 30, 1960, Surplus funds transferred to Unappropriated Account 4990.

Bonds outstanding June 30, 1967	$1,520,000.00
Bonds redeemed 1966-1967	320,000.00
Bond interest paid 1966-1967	43,237.50

ACKNOWLEDGMENTS

The Parking Authority wishes to express its appreciation and to acknowledge the cooperation and assistance of Mayor Shelley, the Chief Administrative Officer, Members of the Board of Supervisors, the City Attorney, Controller, Director of Property, Director of Public Works, City Engineer, Traffic Engineer, Director of Planning, the private garage industry, the public-spirited citizens comprising the corporations sponsoring many major projects, and others who have given so generously of their time and contributed so greatly to the advancement of its program during the past year.

Respectfully submitted,

PARKING AUTHORITY OF THE CITY
AND COUNTY OF SAN FRANCISCO

By Arthur S. Becker
Arthur S. Becker
Director

ASB:hj
Encls.

[illegible]

Original Trust Fund Indebtedness 1947 and Issued	$5,000,000.00
Amortization Payment	[illegible]
Outstanding	[illegible]
Redeemed	[illegible]
Outstanding*	[illegible]
Unamortized Balance Dec 30, 1967	[illegible]

* Account closed June 30, 1960, surplus [illegible] transferred to Unappropriated Income Fund.

Fund outstanding June 30, 1967	[illegible]
Serial Bonds (1966-1967)	[illegible]
Fund Indebtedness paid (1966-1967)	[illegible]

[illegible]

The undersigned attorneys wishes to express the appreciation we in [illegible] the cooperation and assistance of Grant County, the Trust Indenture [illegible] Trustee, Members of the Board of Commissioners, the City Officials, [illegible] Auditor of Property, Trustees of Grant County, [illegible] Engineers, Attorneys of Counsel, the Private Sector Group, the [illegible] Technical Advisory Committee for [illegible] and others who have given so generously of their time and contributed [illegible] to the achievement of this program during the past year.

Respectfully submitted,

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

ANNUAL REPORT

1967-1968

JAPANESE CULTURAL & TRADE CENTER
Including 8 garages with a total capacity for 810 automobiles.

PARKING AUTHORITY
City & County of San Francisco

PARKING AUTHORITY

DONALD MAGNIN, Chairman

HARRY J. ALEO*

EUGENE L. FRIEND

FRANK J. GALLAGHER

FRANCIS H. LOUIE

DAVID THOMSON

Staff:

ARTHUR S. BECKER, Director

HONORABLE JOSEPH L. ALIOTO, Mayor
City and County of San Francisco

*Appointment terminated April 22, 1968.

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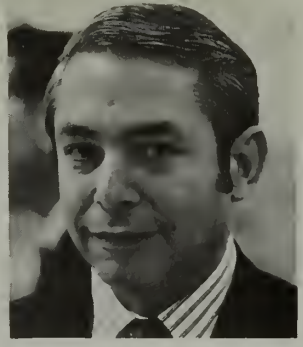

Honorable Joseph L. Alioto, Mayor
City and County of San Francisco
200 City Hall
San Francisco, California 94102

Dear Mayor Alioto:

On behalf of the Members of the Parking Authority and its Staff, I submit herewith the Annual Report of the San Francisco Parking Authority.

During the fiscal year 1967-1968 just ended, significant progress has been made in the opening of neighborhood parking lots and/or in the acquisition of land for that purpose. Specifically, the following sites were acquired, and completion of these parking facilities will be accomplished within the very near future:

Inner Irving Parking Plaza I (8th-9th Avenues)
Mission Parking Plaza II (24th and Capp Streets)
Geary Boulevard Parking Plaza II (18th-19th Avenues)
Bay View Parking Plaza I (Palou Avenue and Mendell Street)
Eureka Valley Parking Plaza II (18th and Collingwood Streets)

During the year, we acquired the property for, and commenced construction on, two multi-level neighborhood parking garages. The North Beach Garage is scheduled for completion during the early part of 1969. Demolition has been completed on the site of the Marina Garage, and construction thereon is scheduled to begin in October of this year.

The 850-stall garage serving the Japanese Cultural and Trade Center was opened December 6, 1967. Initial patronage has been below that expected, but it is anticipated that revenues will increase as the Center becomes more fully occupied.

After lengthy litigation, property extending to Fourth Street adjacent to the Fifth and Mission Garage was acquired and construction of 296 additional stalls thereon will commence in October of this year.

Hourly, daily and monthly rates were increased at the Portsmouth Square Garage, Civic Center Plaza Garage, Fifth and Mission Garage and Ellis-O'Farrell Garage. While revenues were adequate to service the bonds for these garages, the prevailing rates were so reasonable that patrons parked on an all-day basis, with the result that the short-term shopper often found the garages filled to capacity early in the day. The increase in rates has discouraged the use of the garage on an all-day basis and the short-term parker can now most usually be accommodated. Since the higher charges are generating substantially more revenue than was realized in the past, the bonded indebtedness of the garages can be amortized at an accelerated rate. This will result in the City acquiring clear title to the garages within a relatively short period, at which time all net revenues realized therefrom can be deposited in the General Fund of the City.

Other accomplishments of the Authority include the just-completed arrangement whereby the San Francisco Unified School District has approved the installation of a 40 stall parking facility beneath the Redding School Playground; and after a series of meetings with property owners and tenants of the neighborhood, the Authority is about to commence a search for a suitable site to service the Union Street District.

To the Board of Supervisors our thanks for their prompt approval of and provision of funds for the neighborhood sites heretofore enumerated. We further appreciate the support of the Board in having approved our requests for substantial rate changes in our major garages.

On behalf of the Members and Staff of the Authority, I wish to extend to you, Mr. Mayor, our sincere appreciation for your cooperation and support.

The magnitude of the parking demand as determined by the recently completed Downtown Parking and Traffic Study, and the soon-to-be-completed Northern Waterfront Study, is such that the Authority will endeavor to anticipate these demands sufficiently in advance of their occurrence so as to have available adequate facilities concurrent with the need therefor.

Respectfully submitted,

Donald Magnin

Donald Magnin, Chairman

THE PARKING AUTHORITY
CITY AND COUNTY OF SAN FRANCISCO
450 McALLISTER STREET — ROOM 603
SAN FRANCISCO, CALIFORNIA 94102
(415) 558-3651

JOSEPH L. ALIOTO, MAYOR

MEMBERS:
DONALD MAGNIN
CHAIRMAN
EUGENE L. FRIEND
FRANK J. GALLAGHER
FRANCIS H. LOUIE
DAVID THOMSON

ARTHUR S. BECKER
DIRECTOR

STATEMENT OF ACTIVITIES OF THE PARKING AUTHORITY
City and County of San Francisco
Fiscal Year ending June 30, 1968

The report of the Parking Authority for the fiscal year 1967-1968, together with supplemental information you have requested, is herewith respectfully submitted.

The financial status is set forth in attached copies of the Authority's four (4) quarterly reports.

PARKING AUTHORITY ORGANIZATION

The San Francisco Parking Authority is composed of:

Five Members appointed for four-year terms by the Mayor and approved by the Board of Supervisors.

Staff composed of three members, consisting of the Director, and two Secretaries.

PARKING AUTHORITY BUDGET

1966-1967	$49,570
1967-1968	$36,341
Past ten-year average	$43,346

PARKING AUTHORITY FUNCTION

The Parking Authority functions like a department of the City and County government and is directly responsible to the Mayor and the Board of Supervisors of the City and County of San Francisco.

In its present capacity, it is responsible for advising and making recommendations to the Mayor and Board of Supervisors on matters pertaining to the off-street parking program. Where required, the Authority also acts as an agent for the City and County government in carrying out off-street parking programs approved by the City administration.

Function No. 1: Investigative and recommendatory work required for the development of new off-street parking facilities throughout San Francisco.

Function No. 2: To make recommendation to the Mayor and Board of Supervisors regarding parking rates and charges and the operational procedures and regulations in force at each of the City and County off-street parking facilities for which it is responsible.

POLICY, PROGRAM AND ACCOMPLISHMENTS

The major accomplishments and activities of the Authority for the past year are shown below. These have been classified according to the Authority's policy and program adopted February 8, 1950.

Policy Point No. 1: Stimulation of and cooperation with private enterprise to finance and construct the facilities required under the off-street parking program.

New parking facilities reported completed and placed in operation during fiscal year 1967-1968:	1,784 stalls
These additions brought the total of new off-street parking spaces provided under this phase of the Authority program since October 6, 1949, to	22,763 stalls

Policy Point No. 2: Public cooperation with private enterprise to provide off-street parking by public provision of garage sites and private provision of the construction financing.

Constructed and in Operation in this Category

The following parking facilities have been financed and built as cooperative projects between the City and private business:

Name	Date Completed	Stall Capacity	Land Cost	Construction Cost	Total Project Cost
Union Square Garage	September 11, 1942	1,081	$ -0-	$1,646,331	$1,646,331*
Marshall Square Parking Plaza	November 1, 1948	111	-0-	-0-	-0-
Civic Center Auto Park	December 18, 1953	276	-0-	31,000	31,000
St. Mary's Square Garage	May 12, 1954	828	417,513	2,300,000	2,717,513
Forest Hill Parking Plaza	July 1, 1957	13	-0-	-0-	-0-
Ellis-O'Farrell Garage	August 5, 1957	900	-0-	-0-	2,800,000**
Fifth & Mission Garage	August 28, 1958	938	1,690,970	2,966,697	4,657,667
Civic Center Plaza Garage	March 1, 1960	840	-0-	4,298,822	4,298,822
Sutter-Stockton Garage	November 19, 1960	870	2,665,069	3,837,177	6,502,246
Fifth & Mission Garage Expansion I	November 21, 1961	534	-0-	1,000,000	1,000,000
Portsmouth Square Garage	August 24, 1962	504	-0-	3,181,500	3,181,500
Golden Gateway Garage	December 21, 1966	1,000	1,090,000	6,135,000	7,225,000
Japanese Cultural & Trade Center Garage	December 1, 1967	850	256,640	3,750,000	4,006,640

*All debts of the Union Square Garage Corporation have been retired, and effective August 31, 1961, it assigned all of its interest in the Management and Occupancy Agreement to the City. After transferring its remaining assets to the City, the Union Square Garage Corporation filed a certificate of winding up and dissolution with the Secretary of State. A new operating lease was executed between the City and a private garage operator for a period of ten years and nine months commencing October 1, 1967.

**Privately financed and operated until July 20, 1965, at which time it was acquired by the City.

Under Development in this Category

Fifth and Mission Garage Expansion II

This project is under joint development by the City of San Francisco Downtown Parking Corporation and the Parking Authority, subject to approval by the City. The Letter of Intent and Agreement for financing, acquisition and construction of the addition have been approved. Start of construction is scheduled to commence October 1, 1968.

Present estimates indicate the following physical and financial facts:

Location: From present terminus on Mission Street to Fourth and Minna Streets

Size: Approximately 24,000 square feet

Additional parking stalls: 296

Total parking stalls: 1,768

Estimated cost of land acquisition, demolition and site preparation: $880,000

Estimated construction cost: $725,000

Contractor: Donald M. Drake Co., Portland, Oregon

Engineers: H. J. Degenkolb & Associates

Operator: City of San Francisco Downtown Parking Corporation

Management: S. E. Onorato, Inc.

Operation: Self-parking

Parking rates: 15¢ for the first hour
15¢ for the second hour
20¢ for the third hour
25¢ each hour thereafter
$2.00 maximum for 24 hours
$27.50 monthly

The capacity of the foregoing off-street parking projects completed or under development jointly by government and private business under the Parking Authority program to date totals 9,041 parking stalls.

Policy Point No. 3: Direct public financing and construction, including site acquisition, where private construction was not or could not be undertaken.

The 8,500 special event parking stalls at Candlestick Park are considered a special case and are not carried as an increment of the general parking program.

Constructed and in Operation in this Category

Mission-Bartlett Parking Plaza	250 stalls
Lakeside Village Parking Plazas	49 stalls
Seventh & Harrison Parking Plaza	270 stalls
	569 stalls

The City originally acquired the sites for the two Lakeside Village neighborhood lots located at Ocean Avenue and Junipero Serra Boulevard and Ocean Avenue and Nineteenth Avenue, constructed parking lots thereon and leased them to the Lakeside Village Merchants' Association for a period of twenty years, commencing October 1, 1956. On January 28, 1965, the merchants' association requested the City and County of San Francisco to cancel the existing lease on the two lots and include them in the neighborhood parking program. In March, 1965, the Lakeside Village Parking Plazas Nos. 1 and 2 were designated as municipal off-street parking lots and parking meter regulations were established for their operation.

Leases for the operation of the Forest Hill Parking Plaza, Marshall Square Parking Plaza and Seventh and Harrison Parking Plaza expired during this fiscal year and were renewed for additional five-year periods.

Neighborhood Shopping District Parking Facilities

The basic parking program adopted by the Parking Authority on August 31, 1961, for the neighborhood shopping districts of the City will be a major addition to parking facilities provided under this category of direct public financing and construction. The program comprises:

21 public parking lots, and
4 public parking garages, in
15 neighborhood shopping districts, with
979 parking stall total capacity, for
$5,033,583 estimated approximate cost

Thus far, all properties have been acquired for the Eureka Valley Parking Plaza No. I (Castro Street), West Portal Parking Plaza No. I (West Portal Avenue), Geary Boulevard Parking Plaza No. I (Geary Boulevard), Outer Irving Parking Plaza (20th Avenue), Noe Valley Parking Plaza (24th Street), Portola Parking Plaza No. I (Felton Street), Sixteenth-Hoff Parking Plaza (Mission District), Clement Shoppers Parking Center No. 1 (8th Avenue), Clement Shoppers Parking Center No. 2 (9th Avenue), and Eureka Valley Parking Plaza II (18th and Collingwood Streets). All of these facilities are in operation.

Definite commitments have been received in other areas. The Authority at all times has done everything possible to alleviate hardship on families and owners of business whose properties have been required for such public use.

Upon completion of the Neighborhood Parking Program, the number and capacity of parking facilities constructed under this category will be:

Number of facilities	28
Number of parking stalls	1,278

Financing Time Schedule:

1. The Controller of the City and County of San Francisco has estimated that the basic program can be financed in its entirety from monies now on deposit in our "Off-Street Parking Fund," plus the estimated increments which will be realized up to July 1, 1968. These are accruing from parking meter revenues at the rate of approximately $450,000 a year.

2. The Neighborhood Parking Program, providing off-street parking facilities in these neighborhood districts, is as follows:

Projects approved and completed: 10

District	Parking Stalls	Cost
Eureka Valley (Castro Street)	21	$ 79,769
Eureka Valley (Collingwood Street)	21	148,279
West Portal (West Portal Avenue)	20	135,490
Geary (Geary Boulevard)	22	101,133
Outer Irving (20th Avenue)	25	111,161
Noe Valley (24th Street)	16	52,629
Portola (Felton Street)	15	42,451
Mission (16th & Hoff Streets)	72	284,096
Clement (8th Avenue)	33	155,827
Clement (9th Avenue)	28	111,053
	273	$1,221,888

Projects approved and awaiting construction: 6

Bay View (Palou-Mendell Streets)	15	$ 86,000
Geary (18th-19th Avenues)	38	167,550
Inner Irving (8th-9th Avenues)	40	226,400
Mission (24th & Capp Streets)	20	102,500
Marina (Pierce Street)	82	829,000
North Beach (Vallejo Street) (under construction)	163	967,695
	358	$2,379,145

		District	Parking Stalls	Cost
Projects approved and land acquisition in progress:	2			
		Excelsior (Norton-Harrington)	32	$ 138,100
		West Portal (Claremont-Ulloa)	26	167,850
			58	$ 305,950
Projects re-referred and under study:	2			
		Haight-Ashbury (Haight-Cole)	32	$ 138,600
		Polk (Sacramento Street)	56	243,000
			88	$ 381,600
Projects requiring new site recommendations, primarily because of interim changes in original use:	5			
		Clement (6th Avenue)	28	$ 74,500
		Outer Irving (23rd Avenue)	40	213,000
		Portola (San Bruno Avenue)	22	47,000
		Mission (18th and Capp Streets)	38	154,000
		Mission (Capp near 20th Street)	74	256,500
			202	$ 745,000
TOTALS			979	$5,033,583

Accomplishments to date under the foregoing program may be summarized as follows:

Policy Point No. 1: (Private financing)

1. Completed:

a.	1967-1968	1,784	stalls
b.	1949-1967	20,979	"
c.	Total	22,763	"

11. Total under No. 1 — 22,763 stalls

Policy Point No. 2: (Public-private financing)

1. Completed:

a.	1967-1968	850	stalls
b.	1949-1967	7,895	"
c.	Total	8,745	"

11. Under development:

a. 1967-1968 — 296 stalls

111. Total under No. 2 — 9,041 stalls

Policy Point No. 3: (Public financing)

1. Completed:

a.	1967-1968	273	stalls
b.	1949-1967	569	"
c.	Total	842	"

11. Under development:

a. 1967-1968 — 711 stalls

111. Total under No. 3 — 1,553 stalls

GRAND TOTAL — 33,357 stalls

The actual and projected total cost of this program is approximately $55 million, of which, under the Parking Authority's program and policy, only about $9 million will have required public financing; roughly only about 16% of the total.

COMPARATIVE STATEMENTS
San Francisco Municipal Parking Facilities
1967-1968

FACILITY	GROSS INCOME				RENT PAID CITY			
	1966-1967	1967-1968	Increase - Decrease		1966-1967	1967-1968	Increase - Decreas	
Candlestick Park	$ 304,211.80	$ 257,201.40	$-47,010.40	-15.45%	$306,971.93	$236,892.66	$-70,079.27	-22.83
Civic Center Auto Park	121,196.55	115,555.52	- 5,641.03	- 4.65%	105,837.61	100,837.60	- 5,000.01	- 4.72
Civic Center Garage	332,857.52	352,455.72	19,598.20	5.89%	*	*		
Ellis-O'Farrell Garage	649,571.85	757,178.24	107,606.39	16.57%	*	*		
Forest Hill Parking Plaza	804.00	804.00			804.00	804.00		
5th and Mission Garage	746,900.69	743,892.97	- 3,007.72	- .40%	*	*		
Golden Gateway Garage	78,793.98[1]	479,484.85	400,690.87	508.53%	*	*		
Japanese Cultural Center Garage		37,454.95[2]	37,454.95	100.00%	*	*		
Marshall Square Parking Plaza	42,147.67	38,454.08	- 3,693.59	- 8.76%	32,267.67	29,323.68	- 2,943.99	- 9.12
Mission-Bartlett Parking Plaza	45,182.80	59,909.75	14,726.95	32.59%	24,003.51	31,752.17	7,748.66	32.28

FACILITY	GROSS INCOME				RENT PAID CITY			
	1966-1967	1967-1968	Increase - Decrease		1966-1967	1967-1968	Increase - Decreas	
Portsmouth Sq. Garage	$ 600,733.26	$ 616,084.55	$ 15,351.29	2.56%	$ *	$ *	$	
St. Mary's Sq. Garage	891,663.49	944,996.91	53,333.42	5.98%	38,793.62	40,236.37	1,442.75	3.72
7th & Harrison Parking Plaza	21,687.75	21,399.47	- 288.28	- 1.33%	17,718.89	17,281.55	- 437.34	- 2.47
Sutter-Stockton Garage	772,012.39	783,507.45	11,495.06	1.49%	*	*		
Union Square Garage	1,189,012.66	993,931.83[3]	-195,080.83	-16.41%	257,400.06	480,789.56	223,389.50	86.77%
TOTAL PROJECTS	$5,796,776.41	$6,202,311.69	$405,535.28	7.00%	$783,797.29	$937,917.59	$154,120.30	19.66%

* In the case of Civic Center Plaza Garage, Ellis-O'Farrell Garage, 5th and Mission Garage, Golden Gateway Garage, Japanese Cultural Center Garage and Sutter-Stockton Garage, under the contract, the rent payable to the City annually is an amount equal to 100% of net income after the payment of operating costs and debt service charges. Portsmouth Square Garage pays 103% of their net income after expenses.

1 Golden Gateway Garage opened December 21, 1966 - 6 months' experience.

2 Japanese Cultural Center Garage opened February 16, 1968 - 5 months' experience

3 Union Square Garage operating lease renewed in October 1, 1967 - 9 months' experience.

FACILITY	TAXES RECEIVED		TOTAL TAXES AND RENT		AUTOMOBILES PARKED			
	1966-1967	1967-1968	1966-1967	1967-1968	1966-1967	1967-1968	Increase - Decrease	
Candlestick Park (Autos)	$ 523.24	$ 275.86	$307,495.17	$237,168.52	327,773	243,546	- 84,227	-25.70%
(Buses)					4,781	3,687	- 1,094	-22.88%
Civic Center Auto Park	*		105,837.61	100,837.60	126,384	119,810	- 6,574	- 5.20%
Civic Center Garage					394,766	389,519	- 5,247	- 1.33%
Ellis-O'Farrell Garage	77,290.67	55,702.50	77,290.67	55,702.50	473,112	491,832	18,720	3.96%
Forest Hill Parking Plaza			804.00	804.00	22,950	22,950		
5th and Mission Garage	45,201.84	57,174.63	45,201.84	57,174.63	1,162,868	1,138,174	- 24,694	- 2.12%
Golden Gateway Garage		80,000.00		80,000.00	43,104[1]	270,584	227,480	27.75%
Japanese Cultural Center Garage		61,000.00		61,000.00		50,632[2]	50,632	100.00%
Marshall Square Parking Plaza	600.46	689.65	32,868.13	30,013.33	59,797	48,074	-11,723	-19.60%
Mission-Bartlett Parking Plaza	345.44	380.58	24,348.95	32,132.75	141,526	218,451	76,925	54.35%

FACILITY	TAXES RECEIVED		TOTAL TAXES AND RENT		AUTOMOBILES PARKED			
	1966-1967	1967-1968	1966-1967	1967-1968	1966-1967	1967-1968	Increase - Decrease	
Portsmouth Sq. Garage	$ 31,099.76	$ 37,861.67	$ 31,099.76	$ 37,861.67	546,619	536,261	-10,358	- 1.89%
St. Mary's Sq. Garage	36,068.00	37,135.00	74,861.62	77,371.37	448,944	448,008	- 936	- .21%
7th & Harrison Parking Plaza			17,718.89	17,281.55	86,750	82,648	- 4,102	- 4.73%
Sutter-Stockton Garage	92,590.62	58,209.11	92,590.62	58,209.11	733,728	766,954	33,226	4.53%
Union Square Garage	11,445.24	3,348.72	268,845.30	484,138.28	882,313	637,477[3]	-244,836	-27.75%
					5,450,634	5,464,920	14,286	.26%
(Buses)					4,781	3,687	- 1,094	-22.88%
TOTAL PROJECTS	$295,165.27	$391,777.72	$1,078,962.56	$1,329,695.31	5,455,415	5,468,607	13,192	.24%

[1] Golden Gateway Garage opened December 21, 1966 - 6 months' experience.

[2] Japanese Cultural Center Garage opened February 16, 1968 - 5 months' experience.

[3] Union Square Garage operating lease renewed October 1, 1967 - 9 months' experience.

* Civic Center Auto Park not taxed this fiscal year.

PARKING METER COLLECTIONS
Neighborhood Facilities

Facility	No. Meters	Gross Income 1966-1967	Gross Income 1967-1968	Increase-Decrease $	Increase-Decrease %	Income Totals to Date
WEST PORTAL (W. Portal Ave.)	20	$ 2,080.41	$ 1,752.91	$-327.50	-15.74%	$ 6,858.98
LAKESIDE #1 (J. Serra & Ocean) LAKESIDE #2 (19th & Ocean)	20 21	5,128.60	4,578.52	-550.08	-10.73%	13,488.08
MISSION (16th & Hoff)	72	6,287.77	7,109.49	821.72	13.07%	20,482.08
EUREKA VALLEY (Castro)	21	2,075.49	1,991.89	- 83.60	- 4.03%	7,359.80
NOE VALLEY (24th St.)	16	1,022.07	840.75	-181.32	-17.74%	3,438.23
OUTER IRVING (20th Ave.)	25	1,184.14	1,432.06	247.92	20.94%	4,613.74
GEARY (Geary Blvd.)	22	1,856.70	1,909.41	52.71	2.84%	6,570.06
PORTOLA (Felton)	15	415.88	450.20	34.32	8.25%	1,203.68
CLEMENT #1 (8th Ave.) CLEMENT #2 (9th Ave.)	28 33	2,480.04	3,159.97	679.93	27.42%	6,454.60
TOTALS	293	$22,531.10	$23,225.20	$ 694.10	3.08%	$70,469.25

PRESENT STATUS OF 1947 PARKING BOND FUND

Original Bond Fund (authorized 1947 and issued)	$5,000,000.00
Transferred to Account	232,684.59
Appropriated	$5,232,684.59
Expended	5,230,438.41
Surplus *	$ 2,246.18
Unappropriated balance June 30, 1968	$ 247,620.28

* Account closed June 30, 1960, Surplus funds transferred to Unappropriated Account 4990.

Bonds outstanding June 30, 1968	$1,200,000.00
Bonds redeemed 1967-1968	320,000.00
Bond interest paid 1967-1968	36,162.50

ACKNOWLEDGMENTS

The Parking Authority wishes to express its appreciation and to acknowledge the cooperation and assistance of Mayors Shelley and Alioto, the Chief Administrative Officer, Members of the Board of Supervisors, the City Attorney, Controller, Director of Property, Director of Public Works, City Engineer, Traffic Engineer, Director of Planning, the private garage industry, the public-spirited citizens comprising the corporations sponsoring many major projects, and others who have given so generously of their time and contributed so greatly to the advancement of its program during the past year.

Respectfully submitted,

PARKING AUTHORITY OF THE CITY
AND COUNTY OF SAN FRANCISCO

Arthur S. Becker

By Arthur S. Becker
Director

Encls.

ANNUAL REPORT

1968-1969

VALLEJO STREET GARAGE — CENTRAL POLICE STATION

PARKING AUTHORITY

City & County of San Francisco

PARKING AUTHORITY

DONALD MAGNIN, Chairman

EUGENE L. FRIEND

FRANK J. GALLAGHER

FRANCIS H. LOUIE

JAMES A. SILVA

DAVID THOMSON*

Staff:

ARTHUR S. BECKER, Director

HONORABLE JOSEPH L. ALIOTO, Mayor
City and County of San Francisco

*Appointment terminated March 11, 1969.

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Honorable Joseph L. Alioto, Mayor
City and County of San Francisco
200 City Hall
San Francisco, California 94102

Dear Mayor Alioto:

On behalf of the Members of the Parking Authority and its Staff, I herewith submit the Report of the San Francisco Parking Authority for the fiscal year 1968-1969.

During the subject year, the Inner Irving Parking Plaza and the Twenty-fourth and Capp Parking Plaza (Mission District) were completed and opened for use of the short-term parker. A total of 55 spaces was made available as a result of the opening of these lots.

During the remainder of the 1969 calendar year, the Excelsior Parking Plaza and Geary Boulevard Parking Plaza No. 2, with a total of 66 parking spaces, will become operative.

Of particular importance is the fact that necessary legislation was enacted in order to permit utilization of revenues from the soon-to-be-completed Vallejo Street Garage (North Beach) for the Off-Street Parking Program. Since it is estimated that the garage will generate net income in the amount of $63,000 annually, the Authority now has an important source of additional revenue with which to pursue its program.

For the first time, the Authority departed from its prior program of building surface facilities in neighborhood areas and commenced construction of two parking structures -- one a two-level parking facility to serve the Marina District, and the other a one-level structure beneath the playground of the Redding School to serve the Southern Polk Street area. Both of these facilities will be available in time to alleviate the high parking demand which will occur during the forthcoming Christmas season. The two herein-described facilities will add 122 parking spaces to the Off-Street Parking Program.

Notwithstanding an increase in the actual number of parking meters in service, revenue realized therefrom and available to the Authority has consistently diminished over the past few years. While a portion of the dimunition has resulted from vandalism and abandonment of meters during the BARTD construction period, the bulk of the decrease can be attributed to a lower level of meter enforcement. The reduced level of enforcement was, in turn, a product of the need for utilization of police personnel in areas commanding a higher priority. Thus, the Authority is most indebted to you, Mr. Mayor, and to the Board of Supervisors for having approved the request of the Police Department for 29 additional traffic controlmen.

Still to be resolved is the critical need for parking facilities to serve the Union Street, Northern Waterfront, and Northern Polk Street areas.

In view of the increasing use of certain facilities on a long-term basis, rate revisions were made in certain garages in order to discourage the use of these facilities for long-term parking. Specifically, rates were increased at the Golden Gateway Garage and the Sutter-Stockton Garage, and the desired result has been accomplished.

While the revenues of the Japanese Cultural and Trade Center Garages have been substantially below those anticipated for the project, we were successful in adding greatly to these revenues by renting the excess capacity spaces for monthly storage purposes.

During the year, the last remaining Member of the original Board of the Parking Authority, David Thomson, completed his term and was succeeded by James A. Silva, who was appointed to a term expiring in October, 1972.

Respectfully submitted,

Donald Magnin

Donald Magnin
Chairman

THE PARKING AUTHORITY
CITY AND COUNTY OF SAN FRANCISCO
450 McALLISTER STREET — ROOM 603
SAN FRANCISCO, CALIFORNIA 94102
(415) 558-3651

JOSEPH L. ALIOTO, MAYOR

MEMBERS:
DONALD MAGNIN
CHAIRMAN
EUGENE L. FRIEND
FRANK J. GALLAGHER
FRANCIS H. LOUIE
JAMES A. SILVA

ARTHUR S. BECKER
DIRECTOR

STATEMENT OF ACTIVITIES OF THE PARKING AUTHORITY
City and County of San Francisco
Fiscal year ending June 30, 1969

The report of the Parking Authority for the fiscal year 1968-1969, together with supplemental information you have requested, is herewith respectfully submitted.

The financial status is set forth in attached copies of the Authority's four (4) Quarterly Reports.

PARKING AUTHORITY ORGANIZATION

The San Francisco Parking Authority is composed of:

Five Members appointed for four-year terms by the Mayor and approved by the Board of Supervisors.

Staff composed of three members, consisting of the Director, and two Secretaries.

PARKING AUTHORITY BUDGET

1967-1968	$36,341
1968-1969	$39,267
Past ten-year average	$43,006

PARKING AUTHORITY FUNCTION

The Parking Authority functions like a department of the City and County government and is directly responsible to the Mayor and the Board of Supervisors of the City and County of San Francisco.

In its present capacity, it is responsible for advising and making recommendations to the Mayor and Board of Supervisors on matters pertaining to the off-street parking program. Where required, the Authority also acts as an agent for the City and County government in carrying out off-street parking programs approved by the City administration.

Function No. 1: Investigative and recommendatory work required for the development of new off-street parking facilities throughout San Francisco.

Function No. 2: To make recommendation to the Mayor and Board of Supervisors regarding parking rates and charges and the operational procedures and regulations in force at each of the City and County off-street parking facilities for which it is responsible.

POLICY, PROGRAM AND ACCOMPLISHMENTS

The major accomplishments and activities of the Authority for the past year are shown below. These have been classified according to the Authority's policy and program adopted February 8, 1950.

Policy Point No. 1: Stimulation of and cooperation with private enterprise to finance and construct the facilities required under the off-street parking program.

New parking facilities reported completed and placed in operation during fiscal year 1968-1969:	466 stalls
These additions brought the total of new off-street parking spaces provided under this phase of the Authority program since October 6, 1949, to	23,229 stalls

Policy Point No. 2: Public cooperation with private enterprise to provide off-street parking by public provision of garage sites and private provision of the construction financing.

Constructed and in Operation in this Category

The following parking facilities have been financed and built as cooperative projects between the City and private business:

Name	Date Completed	Stall Capacity	Land Cost	Construction Cost	Total Project Cost
Union Square Garage	September 11, 1942	1,081	$ -0-	$1,646,331	$1,646,331*
Marshall Square Parking Plaza	November 1, 1948	111	-0-	-0-	-0-
Civic Center Auto Park	December 18, 1953	276	-0-	31,000	31,000
St. Mary's Sq. Garage	May 12, 1954	828	417,513	2,300,000	2,717,513
Forest Hill Parking Plaza	July 1, 1957	13	-0-	-0-	-0-
Ellis-O'Farrell Garage	August 5, 1957	900	-0-	-0-	2,800,000**
Fifth & Mission Garage	August 28, 1958	938	1,690,970	2,966,697	4,657,667
Civic Center Plaza Garage	March 1, 1960	840	-0-	4,298,822	4,298,822
Sutter-Stockton Garage	November 19, 1960	870	2,665,069	3,837,177	6,502,246
Fifth & Mission Garage Expansion I	November 21, 1961	534	-0-	1,000,000	1,000,000
Portsmouth Sq. Garage	August 24, 1962	504	-0-	3,181,500	3,181,500
Golden Gateway Garage	December 21, 1966	1,000	1,090,000	6,135,000	7,225,000
Japanese Cultural & Trade Center Garages	February 16, 1968	850	256,640	3,750,000	4,006,640

*All debts of the Union Square Garage Corporation have been retired, and effective August 31, 1961, it assigned all of its interest in the Management and Occupancy Agreement to the City. After transferring its remaining assets to the City, the Union Square Garage Corporation filed a certificate of winding up and dissolution with the Secretary of State. A new operating lease was executed between the City and a private garage operator for a period of ten years and nine months commencing October 1, 1967.

**Privately financed and operated until July 20, 1965, at which time it was acquired by the City.

Under Development in this Category

Fifth and Mission Garage Expansion II

This project was developed jointly by the City of San Francisco Downtown Parking Corporation and the Parking Authority, subject to approval by the City. Construction began February 10, 1969 and will be in full use by November 10, 1969 to accommodate the Christmas holiday shoppers.

Present estimates indicate the following physical and financial facts:

Location:	From present terminus on Mission Street to Fourth and Minna Streets
Size:	Approximately 24,000 square feet
Additional parking stalls:	320
Total parking stalls:	1,792
Cost of land acquisition, demolition and site preparation:	$258,100
Construction cost:	$1,188,700
Contractor:	Owen W. Haskell, Inc., San Leandro, California
Engineers:	H. J. Degenkolb & Associates
Operator:	City of San Francisco Downtown Parking Corporation
Management:	S. E. Onorato Incorporated
Operation:	Self-parking
Parking rates:	15¢ for the first hour 15¢ for the second hour 20¢ for the third hour 25¢ each hour thereafter $2.00 maximum for 24 hours $27.50 monthly

The capacity of the foregoing off-street parking projects completed or under development jointly by government and private business under the Parking Authority program to date totals 9,065 parking stalls.

Policy Point No. 3: Direct public financing and construction, including site acquisition, where private construction was not or could not be undertaken.

The 8,500 special event parking stalls at Candlestick Park are considered a special case and are not carried as an increment of the general parking program.

Constructed and in Operation in this Category

Mission-Bartlett Parking Plaza	250 stalls
Lakeside Village Parking Plazas	49 stalls
Seventh & Harrison Parking Plaza	270 stalls
	569 stalls

The City originally acquired the sites for the two Lakeside Village neighborhood lots located at Ocean Avenue and Junipero Serra Boulevard and Ocean Avenue and Nineteenth Avenue, constructed parking lots thereon and leased them to the Lakeside Village Merchants' Association for a period of twenty years, commencing October 1, 1956. On January 28, 1965, the merchants' association requested the City and County of San Francisco to cancel the existing lease on the two lots and include them in the neighborhood parking program. In March, 1965, the Lakeside Village Parking Plazas Nos. 1 and 2 were designated as municipal off-street parking lots and parking meter regulations were established for their operation.

The Parking Authority is working with the Housing Authority and the City of San Francisco Mission-Bartlett Garage (a non-profit corporation) to finance and construct a 500-car garage on the site of the existing Mission-Bartlett Parking Plaza, with utilization of air space above the garage by the Housing Authority for construction of a 110-unit Senior Citizens' Housing Project.

Neighborhood Shopping District Parking Facilities

The basic parking program adopted by the Parking Authority on August 31, 1961, for the neighborhood shopping districts of the City will be a major addition to parking facilities provided under this category of direct public financing and construction. The program comprises:

22 public parking lots, and
4 public parking garages, in
15 neighborhood shopping districts, with
1,008 parking stall total capacity, for
$5,330,040 estimated approximate cost

Thus far, all properties have been acquired and construction completed for the Eureka Valley Parking Plaza No. 1 (Castro Street), West Portal Parking Plaza No. 1 (West Portal Avenue), Geary Boulevard Parking Plaza No. 1 (Geary Boulevard), Outer Irving Parking Plaza (20th Avenue), Noe Valley Parking Plaza (24th Street), Portola Parking Plaza No. 1 (Felton Street), Sixteenth-Hoff Parking Plaza (Mission District), Clement Shoppers Parking Center No. 1 (8th Avenue), Clement Shoppers Parking Center No. 2 (9th

Avenue), Eureka Valley Parking Plaza No. 2 (18th-Collingwood Streets), Inner Irving Parking Plaza (8th-9th Avenues), and Twenty-fourth and Capp Parking Plaza (Mission District). All of these facilities are in operation.

The Vallejo Street Garage (North Beach) is the first facility in the Neighborhood Off-Street Parking Program to be leased for operation by a professional operator. Bids were awarded to Savoy Auto Parks and Garages, Inc. as the highest responsible bidder at 63.69% of the gross revenues. Legislation amending Section 213 of the San Francisco Traffic Code was approved by the Parking Authority, and subsequently by the Board of Supervisors, to provide for crediting the Off-Street Parking Fund with receipts from the net revenues of this leased City-owned off-street parking facility.

Definite commitments have been received in other areas. The Authority at all times has done everything possible to alleviate hardship on families and owners of business whose properties have been required for such public use.

Upon completion of the Neighborhood Parking Program, the number and capacity of parking facilities constructed under this category will be:

Number of facilities	29
Number of parking stalls	1,307

Financing Time Schedule:

1. The Controller of the City and County of San Francisco has estimated that the basic program can be financed in its entirety from monies now on deposit in our "Off-Street Parking Fund," plus the estimated increments which will be realized up to July 1, 1969. These are accruing from parking meter revenues at the rate of approximately $250,000 a year.

2. The Neighborhood Parking Program, providing off-street parking facilities in these neighborhood districts, is as follows:

Projects approved and completed: 12

District	Parking Stalls	Cost
Eureka Valley (Castro Street)	21	$ 79,769
Eureka Valley (Collingwood Street)	21	143,644
West Portal (West Portal Avenue)	20	135,490
Geary (Geary Boulevard)	22	101,133
Outer Irving (20th Avenue)	25	111,017
Noe Valley (24th Street)	16	53,948
Portola (Felton Street)	15	42,451
Mission (16th & Hoff Streets)	72	284,096
Clement (8th Avenue)	33	153,255
Clement (9th Avenue)	28	108,441
Inner Irving (8th-9th Avenues)	36	209,819
Mission (24th & Capp Streets)	19	90,088
	328	$1,513,151

Projects approved and awaiting construction: 3

District	Parking Stalls	Cost
Bay View (Palou-Mendell Streets)	15	$ 86,000
Excelsior (Norton-Harrington)	30	138,100
Geary (18th-19th Avenues)	36	167,550
	81	$ 391,650
Projects approved and under construction: 3		
Marina Garage (Pierce Street)	82	$ 871,094
North Beach Garage (Vallejo Street)	163	967,695
Polk District Garage (Redding School)	40	255,000
	285	$2,093,789
Projects approved and land acquisition in progress: 1		
West Portal (Claremont-Ulloa)	24	$ 204,850
Projects re-referred and under study: 2		
Haight-Ashbury (Haight-Cole)	32	$ 138,600
Polk (Sacramento Street)	56	243,000
	88	$ 381,600
Projects requiring new site recommendations, primarily because of interim changes in original use: 5		
Clement (6th Avenue)	28	$ 74,500
Outer Irving (23rd Avenue)	40	213,000
Portola (San Bruno Avenue)	22	47,000
Mission (18th & Capp Streets)	38	154,000
Mission (Capp near 20th Street)	74	256,500
	202	$ 745,000
	1,008	$5,330,040

Accomplishments to date under the foregoing program may be summarized as follows:

Policy Point No. 1: (Private financing)

1. Completed

a. 1968-1969	466 stalls	
b. 1949-1968	22,763 "	
c. Total	23,229 "	

11. Total under No. 1 — 23,229 stalls

Policy Point No. 2: (Public-private financing)

1. Completed

a. 1968-1969	-0- stalls	
b. 1949-1968	8,745 "	
c. Total	8,745 "	

11. Under development

a. 1968-1969 — 320 stalls

111. Total under No. 2 — 9,065 stalls

Policy Point No. 3: (Public financing)

1. Completed

a. 1968-1969	55 stalls	
b. 1949-1968	842 "	
c. Total	897 "	

11. Under development

a. 1968-1969 — 680 stalls

111. Total under No. 3 — 1,577 stalls

GRAND TOTAL — 33,871 stalls

The actual and projected total cost of this program is approximately $55 million, of which, under the Parking Authority's program and policy, only about $9 million will have required public financing; roughly only about 16% of the total.

COMPARATIVE STATEMENTS
San Francisco Municipal Parking Facilities
1968-1969

FACILITY	GROSS INCOME				RENT PAID CITY			
	1967-1968	1968-1969	Increase (Decrease)		1967-1968	1968-1969	Increase (Decrease)	
Candlestick Park	$ 257,201.40	$ 185,543.44	$ -71,657.96	-27.9%	$ 236,892.66	$ 173,047.20	$ -63,845.46	-27.0%
Civic Center Auto Park	115,555.52	114,571.75	- 983.77	- 0.9%	100,837.60	100,496.68	- 340.92	- 0.3%
Civic Center Garage	352,455.72	368,219.28	15,763.56	4.5%	*	*		
Ellis-O'Farrell Garage	757,178.24	755,383.79	- 1,794.45	- 0.2%	*	*		
Forest Hill Parking Plaza	804.00	804.00			804.00	804.00		
5th and Mission Garage	743,892.97	774,805.75	30,912.78	4.2%	*	*		
Golden Gateway Garage	479,484.85	740,283.61	260,798.76	54.4%	*	*		
Japanese Cultural Center Garage	37,454.95[1]	127,028.30	89,573.35	239.1%	*	*		
Marshall Square Parking Plaza	38,454.08	38,717.62	263.54	0.7%	29,323.68	29,812.57	488.89	1.7%
Mission-Bartlett Parking Plaza	59,909.75	63,996.12	4,086.37	6.8%	31,752.17	33,923.25	2,171.08	6.8%

FACILITY	GROSS INCOME				RENT PAID CITY			
	1967-1968	1968-1969	Increase (Decrease)		1967-1968	1968-1969	Increase (Decrease)	
Portsmouth Sq. Garage	$ 616,084.55	$ 633,515.01	$ 17,430.46	2.8%	$ *	$ *	$	
St. Mary's Sq. Garage	944,996.91	1,009,206.55	64,209.64	6.8%	40,236.37	43,296.57	3,060.20	7.6%
7th & Harrison Parking Plaza	21,399.47	27,068.06	5,668.59	26.5%	17,281.55	19,137.13	1,855.58	10.7%
Sutter-Stockton Garage	783,507.45	804,779.47	21,272.02	2.7%	*	*		
Union Square Garage	993,931.83[2]	1,296,421.18	302,489.35	30.4%	480,789.56	662,485.07	181,695.51	37.8%
TOTAL PROJECTS	$6,202,311.69	$6,940,343.93	$ 738,032.24	11.9%	$ 937,917.59	$1,063,002.47	$125,084.88	13.3%

* In the case of Civic Center Plaza Garage, Ellis-O'Farrell Garage, 5th and Mission Garage, Golden Gateway Garage, Japanese Cultural Center Garage and Sutter-Stockton Garage, under the contract, the rent payable to the City annually is an amount equal to 100% of net income after the payment of operating costs and debt service charges. Portsmouth Square Garage pays 103% of their net income after expenses.

1 Japanese Cultural Center Garage opened February 16, 1968 - 5 months' experience.

2 Union Square Garage operating lease renewed October 1, 1967 - 9 months' experience.

FACILITY	TAXES RECEIVED		TOTAL TAXES AND RENT		AUTOMOBILES PARKED			
	1967-1968	1968-1969	1967-1968	1968-1969	1967-1968	1968-1969	Increase (Decrease)	
Candlestick Park (Autos)	$ 275.86	$ 220.00	$ 237,168.52	$ 173,267.20	243,546	142,148	-101,398	-41.6%
(Buses)					3,687	2,023	- 1,664	-45.1%
Civic Center Autc Park		2,464.00	100,837.60	102,960.68	119,810	116,451	- 3,359	- 2.8%
Civic Center Garage					389,519	358,210	- 31,309	- 8.0%
Ellis-O'Farrell Garage	55,702.50	43,569.24	55,702.50	43,569.24	491,832	453,793	- 38,039	- 7.7%
Forest Hill Parking Plaza			804.00	804.00	22,950	22,950		
5th and Mission Garage	57,174.63	45,421.20	57,174.63	45,421.20	1,138,174	1,077,218	- 60,956	- 5.4%
Golden Gateway Garage		42,834.00		42,834.00	270,584	362,338	91,754	34.0%
Japanese Cultural Center Garage		10,338.85		10,338.85	50,632[1]	147,673	97,041	191.7%
Marshall Square Parking Plaza	689.65	[3]	30,013.33	29,812.57	48,074	46,579	- 1,495	- 3.1%
Mission-Bartlett Parking Plaza	380.58	315.65	32,132.75	34,238.90	218,451	249,560	31,109	14.2%

FACILITY	TAXES RECEIVED		TOTAL TAXES AND RENT		AUTOMOBILES PARKED			
	1967-1968	1968-1969	1967-1968	1968-1969	1967-1968	1968-1969	Increase (Decrease)	
Portsmouth Sq. Garage	$ 37,861.67	$ 30,076.20	$ 37,861.67	$ 30,076.20	536,261	570,062	33,801	6.3%
St. Mary's Sq. Garage	37,135.00	30,470.00	77,371.37	73,766.57	448,008	446,514	- 1,494	- 0.3%
7th & Harrison Parking Plaza			17,281.55	19,137.13	82,648	97,690	15,042	18.2%
Sutter-Stockton Garage	58,209.11	46,239.60	58,209.11	46,239.60	766,954	757,481	- 9,473	- 1.2%
Union Square Garage	5,941.60	63,800.00	486,731.16	726,285.07	637,477[2]	872,796	235,319	36.9%
					5,464,920	5,721,463	256,543	4.7%
(Buses)					3,687	2,023	- 1,664	-45.1%
TOTAL PROJECTS	$253,370.60	$315,748.74	$1,191,288.19	$1,378,751.21	5,468,607	5,723,486	254,879	4.7%

1 Japanese Cultural Center Garage opened February 16, 1968 - 5 months' experience.

2 Union Square Garage operating lease renewed October 1, 1967 - 9 months' experience.

3 Possessory Interest tax on Marshall Square Plaza forgiven in the amount of $1,665.40 (Resolution #697-68).

PARKING METER COLLECTIONS
Neighborhood Facilities

Facility	No. Meters	Gross Income 1967-1968	Gross Income 1968-1969	Increase (Decrease) $	Increase (Decrease) %	Income Totals to Date
WEST PORTAL (W. Portal Ave.)	20	$ 1,752.91	$ 1,702.02	$- 50.89	-2.9%	$ 8,561.00
LAKESIDE #1 (J.Serra & Ocean) LAKESIDE #2 (19th & Ocean)	20 21	4,578.52	4,435.98	-142.54	-3.1%	17,924.06
MISSION (16th & Hoff)	72	7,109.49	7,849.26	739.77	10.4%	28,331.34
EUREKA VALLEY (Castro)	21	1,991.89	2,920.00	928.11	46.6%	10,279.80
NOE VALLEY (24th St.)	16	840.75	867.71	26.96	3.2%	4,305.94
OUTER IRVING (20th Ave.)	25	1,432.06	1,618.19	186.13	13.0%	6,231.93
GEARY (Geary Blvd.)	22	1,909.41	1,971.50	62.09	3.3%	8,541.56
PORTOLA (Felton)	15	450.20	500.04	49.84	11.1%	1,703.72
CLEMENT #1 (8th Ave.) CLEMENT #2 (9th Ave.)	28 33	3,159.97	3,444.10	284.13	9.0%	9,898.70
MISSION (24th & Capp)	19		276.73[1]	276.73	100.0%	276.73
TOTALS	312	$23,225.20	$25,585.53	$2360.33	10.2%	$96,054.78

[1] Collections commenced April, 1969 - 3 months' experience.

PRESENT STATUS OF 1947 PARKING BOND FUND

Original Bond Fund (authorized 1947 and issued)	$5,000,000.00
Transferred to Account	232,684.59
Appropriated	$5,232,684.59
Expended	5,230,438.41
Surplus *	$ 2,246.18
Unappropriated balance June 30, 1969	$ 277,668.11

* Account closed June 30, 1960, Surplus funds transferred to Unappropriated Account No. 1990.

Bonds outstanding June 30, 1969	$ 885,000.00
Bonds redeemed 1968-1969	315,000.00
Bond interest paid 1968-1969	28,625.00

ACKNOWLEDGMENTS

The Parking Authority wishes to express its appreciation and to acknowledge the cooperation and assistance of Mayor Joseph L. Alioto; the Chief Administrative Officer; Members of the Board of Supervisors; the City Attorney; Controller; Director of Property; Director of Public Works; City Engineer; Traffic Engineer; Director of Planning; the private garage industry; the public-spirited citizens comprising the corporations sponsoring many major projects, and others who have given so generously of their time and contributed so greatly to the advancement of its program during the past year.

Respectfully submitted,

PARKING AUTHORITY OF THE CITY
AND COUNTY OF SAN FRANCISCO

Arthur S. Becker

Arthur S. Becker
Director

Encls.

ANNUAL REPORT

1969-1970

PARKING AUTHORITY

City & County of San Francisco

PARKING AUTHORITY

DONALD MAGNIN, Chairman

EUGENE L. FRIEND

FRANK J. GALLAGHER*

FRANCIS H. LOUIE

ACHILLE H. MUSCHI

JAMES A. SILVA

Staff:

ARTHUR S. BECKER, Director

HONORABLE JOSEPH L. ALIOTO, Mayor
City and County of San Francisco

*Appointment expired October 26, 1969.

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Honorable Joseph L. Alioto, Mayor
City and County of San Francisco
200 City Hall
San Francisco, California 94102

Dear Mayor Alioto:

On behalf of the Members of the Parking Authority and its Staff, I submit herewith the report of the San Francisco Parking Authority for the fiscal year 1969-1970.

A milestone in the history of the Authority was realized with the opening of the first neighborhood parking garages. The Marina Garage opened in December of 1969 and has a capacity of 82 spaces; the North Beach Garage opened in that same month and accommodates 163 automobiles. The latter facility, because of its adjacency to the night-time demand generated by North Beach entertainment establishments, operates during evening hours with a rate structure significantly higher than that used during the day. Substantial revenues will be developed by this facility, and they will be credited to the Off-Street Parking Fund.

The dual use of valuable City-owned land was undertaken for the first time by the Authority when it constructed a 40-space lot beneath the Redding School Playground in the Polk Street neighborhood. By agreement with the Board of Education, the Authority replaced the school playground with a surface far superior to that previously enjoyed.

In addition to the foregoing, surface lots were completed and made operational in the following districts:

Excelsior District (Norton-Harrington Streets), 30 spaces

Geary Boulevard District (18th-19th Avenues), 36 spaces

Under construction and scheduled for opening before the end of 1970 are lots in the:

Bay View District (Palou-Mendell Streets), 15 spaces

West Portal District (Claremont-Ulloa Streets), 24 spaces

Downtown municipal garages kept pace with the increasing parking demand when the Fifth and Mission Garage completed a 316-stall expansion, and the City of San Francisco Uptown Parking Corporation has filed a Letter of Intent with the Parking Authority and the Board of Supervisors in which it details its plans for a 500-stall expansion of the Sutter-Stockton Garage. The Authority is presently holding hearings relative to this proposal.

The effect of a higher level of parking meter enforcement was clearly seen when meter revenues, during the first six months of 1970, increased by approximately 10%. This favorable trend reverses a long-term downward experience, and the Authority reiterates its thanks to you, Mr. Mayor, for having obtained the necessary increase in traffic controlmen.

During the year Mr. Francis H. Louie was re-appointed to a 4-year term expiring October 26, 1973. Mr. Achille H. Muschi was appointed to a 4-year term expiring on that same date. He succeeded Mr. Frank J. Gallagher.

Respectfully submitted,

Donald Magnin

Donald Magnin
Chairman

THE PARKING AUTHORITY
CITY AND COUNTY OF SAN FRANCISCO
450 McALLISTER STREET — ROOM 603
SAN FRANCISCO, CALIFORNIA 94102
(415) 558-3651

JOSEPH L. ALIOTO, MAYOR

MEMBERS:
DONALD MAGNIN
CHAIRMAN
EUGENE L. FRIEND
FRANCIS H. LOUIE
ACHILLE H. MUSCHI
JAMES A. SILVA
...
ARTHUR S. BECKER
DIRECTOR

STATEMENT OF ACTIVITIES OF THE PARKING AUTHORITY
City and County of San Francisco
Fiscal year ending June 30, 1970

The report of the Parking Authority for the fiscal year 1969-1970, together with supplemental information you have requested, is herewith respectfully submitted.

The financial status is set forth in attached copies of the Authority's four (4) Quarterly Reports.

PARKING AUTHORITY ORGANIZATION

The San Francisco Parking Authority is composed of:

Five Members appointed for four-year terms by the Mayor and approved by the Board of Supervisors.

Staff composed of three members, consisting of the Director, and two Secretaries.

PARKING AUTHORITY BUDGET

1968-1969	$39,267
1969-1970	$40,856
Past ten-year average	$42,866

PARKING AUTHORITY FUNCTION

The Parking Authority functions like a department of the City and County government and is directly responsible to the Mayor and the Board of Supervisors of the City and County of San Francisco.

In its present capacity, it is responsible for advising and making recommendations to the Mayor and Board of Supervisors on matters pertaining to the off-street parking program. Where required, the Authority also acts as an agent for the City and County government in carrying out off-street parking programs approved by the City administration.

Function No. 1: Investigative and recommendatory work required for the development of new off-street parking facilities throughout San Francisco.

Function No. 2: To make recommendation to the Mayor and Board of Supervisors regarding parking rates and charges and the operational procedures and regulations in force at each of the City and County off-street parking facilities for which it is responsible.

POLICY, PROGRAM AND ACCOMPLISHMENTS

The major accomplishments and activities of the Authority for the past year are shown below. These have been classified according to the Authority's policy and program adopted February 8, 1950.

Policy Point No. 1: Stimulation of and cooperation with private enterprise to finance and construct the facilities required under the off-street parking program.

New parking facilities reported completed and placed in operation during fiscal year 1969-1970: 593 stalls

These additions brought the total of new off-street parking spaces provided under this phase of the Authority program since October 6, 1949, to 23,822 stalls

Policy Point No. 2: Public cooperation with private enterprise to provide off-street parking by public provision of garage sites and private provision of the construction financing.

Constructed and in Operation in this Category

The following parking facilities have been financed and built as cooperative projects between the City and private business:

Name	Date Completed	Stall Capacity	Land Cost	Construction Cost	Total Project Cost
Union Square Garage	September 11, 1942	1,081	$ -0-	$1,646,331	$1,646,331*
Marshall Square Parking Plaza	November 1, 1948	111	-0-	-0-	-0-

Name	Date Completed	Stall Capacity	Land Cost	Construction Cost	Total Project Cost
Civic Center Auto Park	December 18, 1953	276	-0-	$ 31,000	$ 31,000
St. Mary's Sq. Garage	May 12, 1954	828	$ 417,513	2,300,000	2,717,513
Forest Hill Parking Plaza	July 1, 1957	13	-0-	-0-	-0-
Ellis-O'Farrell Garage	August 5, 1957	900	-0-	-0-	2,800,000**
Fifth & Mission Garage	August 28, 1958	938	1,690,970	2,966,697	4,657,667
Civic Center Plaza Garage	March 1, 1960	840	-0-	4,298,822	4,298.822
Sutter-Stockton Garage	November 19, 1960	870	2,665,069	3,837,177	6,502,246
Fifth & Mission Garage Expansion I	November 21, 1961	534	-0-	1,000,000	1,000,000
Portsmouth Sq. Garage	August 24, 1962	504	-0-	3,181,500	3,181,500
Golden Gateway Garage	December 21, 1966	1,000	1,090,000	6,135,000	7,225,000
Japanese Cultural Center Garage	February 16, 1968	850	256,640	3,750,000	4,006,640
Fifth & Mission Garage Expansion II	February 6, 1970	316	258,100	1,188,700	1,446,800

*All debts of the Union Square Garage Corporation have been retired, and effective August 31, 1961, it assigned all of its interest in the Management and Occupancy Agreement to the City. After transferring its remaining assets to the City, the Union Square Garage Corporation filed a certificate of winding up and dissolution with the Secretary of State. A new operating lease was executed between the City and a private garage operator for a period of ten years and nine months commencing October 1, 1967.

**Privately financed and operated until July 20, 1965, at which time it was acquired by the City.

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[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

Under Development in this Category

Sutter-Stockton Garage Expansion I

This project is being developed jointly by the City of San Francisco Uptown Parking Corporation and the Parking Authority, subject to approval by the City.

A Letter of Intent has been received from the City of San Francisco Uptown Parking Corporation to finance and construct the expansion of the present garage by approximately 500 additional stalls. This is proposed to be accomplished by using the land presently occupied by the City's Department of Social Services at the southeast corner of Bush and Stockton Streets and relocating this department to more modern offices located at 1680 Mission and 150 Otis Streets.

The capacity of the foregoing off-street parking projects completed or under development jointly by government and private business under the Parking Authority program to date totals 9,561 parking stalls.

Policy Point No. 3: Direct public financing and construction, including site acquisition, where private construction was not or could not be undertaken.

The 8,500 special event parking stalls at Candlestick Park are considered a special case and are not carried as an increment of the general parking program.

Constructed and in Operation in this Category

Mission-Bartlett Parking Plaza	250 stalls
Lakeside Village Parking Plazas 1 & 2	49 stalls
Seventh & Harrison Parking Plaza	270 stalls
	569 stalls

Mission-Bartlett Parking Plaza--Senior Citizens' Housing

The Parking Authority recommended against the proposal of the Housing Authority and the City of San Francisco Mission-Bartlett Garage (a non-profit corporation) to finance and construct a 500-car garage on the site of the existing Mission-Bartlett Parking Plaza. However, the Parking Authority did recommend in favor of utilization of air space above the garage by the Housing Authority for construction of a 110-unit Senior Citizens' Housing Project.

Neighborhood Shopping District Parking Facilities

The basic parking program adopted by the Parking Authority on August 31, 1961 for the neighborhood shopping districts of the City will be a major addition to parking facilities provided under this category of direct public financing and construction. The program comprises:

22 public parking lots, and
4 public parking garages, in
15 neighborhood shopping districts, with
1,008 parking stall total capacity, for
$5,332,040 estimated approximate cost

The Vallejo Street Garage (North Beach) is the first facility in the Neighborhood Off-Street Parking Program to be leased for operation by a professional operator. Bids were awarded to Savoy Auto Parks and Garages, Inc. as the highest responsible bidder at 63.69% of the gross revenues. Legislation amending Section 213 of the San Francisco Traffic Code was approved by the Parking Authority, and subsequently by the Board of Supervisors, to provide for crediting the Off-Street Parking Fund with receipts from the net revenues of this leased City-owned off-street parking facility.

In the Union Street neighborhood district, the Parking Authority designated a site to accommodate 53 automobiles at a cost of $473,600 at the corner of Fillmore and Filbert Streets. This project was referred to the Board of Supervisors by the Streets and Transportation Committee without recommendation. The matter was referred back to Committee by the Board and by Committee referral back to the Parking Authority for further study and investigation.

Upon completion of the neighborhood parking program, the number and capacity of parking facilities constructed under this category will be:

Number of facilities	31
Number of parking stalls	1,630

Financing Time Schedule:

1. The Controller of the City and County of San Francisco has estimated that the basic program can be financed in its entirety from moneys now on deposit in our "Off-Street Parking Fund," plus the estimated increments which will be realized up to July 1, 1970. These are accruing from parking meter revenues at the rate of approximately $200,000 a year.

2. The Neighborhood Parking Program, providing off-street parking facilities in these neighborhood districts, is as follows:

Projects approved and in operation: 17

District	Parking Stalls	Cost
Eureka Valley (Castro Street)	21	$ 79,769
Eureka Valley (Collingwood Street)	21	143,644
West Portal (West Portal Avenue)	20	135,490
Geary (Geary Boulevard)	22	101,133
Outer Irving (20th Avenue)	25	111,017
Noe Valley (24th Street)	16	53,948
Portola (Felton Street)	15	42,451
Mission (16th & Hoff Streets)	72	284,096
Clement (8th Avenue)	33	153,255
Clement (9th Avenue)	28	108,441
Inner Irving (8th-9th Avenues)	36	209,819
Mission (24th & Capp Streets)	19	90,088
Excelsior (Norton-Harrington Streets)	30	138,100
Geary (18th-19th Avenues)	36	167,550
Marina Garage (Pierce Street)	82	871,094
North Beach Garage (Vallejo Street)	163	967,695
Polk District Garage (Redding School)	40	255,000
	679	$3,912,590

Projects approved and awaiting construction: 2

Bay View (Palou-Mendell Streets)	15	$ 92,000
West Portal (Claremont-Ulloa Streets)	24	200,850
	39	$ 292,850

Projects re-referred and under study: 3

Haight-Ashbury (Haight-Cole Streets)	32	$ 138,600
Polk (Sacramento Street)	56	243,000
Union Street (Fillmore-Filbert Streets)	53	473,600
	141	$ 855,200

Projects requiring new site recommendations, primarily because of interim changes in original use: 5

Clement (6th Avenue)	28	$ 74,500
Outer Irving (23rd Avenue)	40	213,000
Portola (San Bruno Avenue)	22	47,000
Mission (18th & Capp Streets)	38	154,000
Mission (Capp near 20th Street)	74	256,500
	202	$ 745,000
	1,061	$5,805,640

Accomplishments to date under the foregoing program may be summarized as follows:

Policy Point No. 1: (Private financing)

1. Completed

a. 1969-1970	593	stalls
b. 1949-1969	23,229	"
c. Total	23,822	"

11. Total under No. 1 — 23,822 stalls

Policy Point No. 2: (Public-private financing)

1. Completed

a. 1969-1970	316	stalls
b. 1949-1969	8,745	"
c. Total	9,061	"

11. Under development

a. 1969-1970 — 500 stalls

111. Total under No. 2 — 9,561 stalls

Policy Point No. 3: (Public financing)

1. Completed

a. 1969-1970	351	stalls
b. 1949-1969	897	"
c. Total	1,248	"

11. Under development

a. 1969-1970 — 382 stalls

111. Total under No. 3 — 1,630 stalls

GRAND TOTAL — 35,013 stalls

The actual and projected total cost of this program is approximately $55 million, of which, under the Parking Authority's program and policy, only about $9 million will have required public financing; roughly only about 16% of the total.

COMPARATIVE STATEMENTS
San Francisco Municipal Parking Facilities
1969-70

FACILITY	GROSS INCOME				RENT PAID CITY			
	1968-69	1969-70	Increase (Decrease)		1968-69	1969-70	Increase (Decrease)	
Candlestick Park	$ 185,543.44	$ 220,640.60	$ 35,097.16	18.9%	$ 173,047.20	$ 206,099.03	$ 33,051.83	19.1%
Civic Center Auto Park	114,571.75	118,770.10	4,198.35	3.6%	100,496.68	103,679.34	3,182.66	3.1%
Civic Center Garage	368,219.28	409,895.36	41,676.08	11.3%	*	*		
Ellis-O'Farrell Garage	755,383.79	749,022.13	- 6,361.66	- .8%	*	*		
Forest Hill Parking Plaza	804.00	804.00			804.00	804.00		
5th and Mission Garage	774,805.75	867,829.37	93,023.62	12.0%	*	*		
Golden Gateway Garage	740,283.61	831,272.67	90,989.06	12.3%	*	*		
Japanese Cultural Center Garage	127,028.30	142,388.33	15,360.03	12.1%	*	*		
Marshall Square Parking Plaza	38,717.62	46,547.40	7,829.78	20.2%	29,812.57	31,566.97	1,754.40	5.8%
Mission-Bartlett Parking Plaza	63,996.12	54,628.04	- 9,368.08	-14.6%	33,923.25	28,952.26	- 4,970.99	-14.6%

FACILITY	GROSS INCOME				RENT PAID CITY			
	1968-69	1969-70	Increase (Decrease)		1968-69	1969-70	Increase (Decrease)	
Portsmouth Sq. Garage	$ 633,515.01	$ 652,336.02	$ 18,821.01	2.9%	*	*		
St. Mary's Square Garage	1,009,206.55	1,030,435.06	21,228.51	.2%	$ 43,296.57	$ 44,605.65	$ 1,309.08	3.0%
7th and Harrison Parking Plaza	27,068.06	41,853.21	14,785.15	54.6%	19,137.13	29,590.21	10,453.08	54.6%
Sutter-Stockton Garage	804,779.47	804,970.61	191.14	.02%	*	*		
Union Square Garage	1,296,421.18	1,445,320.26	148,899.08	11.4%	662,485.07	668,003.28	5,518.21	8.3%
Vallejo Street		29,980.78 (1)	29,980.78	100.0%		18,712.31	18,712.31	100.0%
TOTAL PROJECTS	$6,940,343.93	$7,446,693.61	$506,350.01	7.3%	$1,063,002.47	$1,132,013.05	$69,010.58	6.5%

* In the case of Civic Center Plaza Garage, Ellis O'Farrell Garage, 5th and Mission Garage, Golden Gateway Garage, Japanese Cultural Center Garage and Sutter-Stockton Garage, under the contract, the rent payable to the City annually is an amount equal to 100% of net income after the payment of operating costs and debt service charges. Portsmouth Square Garage pays 103% of their net income after expenses.

(1) Vallejo Street Garage opened December 15, 1969 - six months' experience.

FACILITY	TAXES RECEIVED		TOTAL TAXES AND RENT		AUTOMOBILES PARKED			
	1968-69	1969-70	1968-69	1969-70	1968-69	1969-70	Increase	(Decrease
Candlestick Pk.	$ 220.00	$ 526.84	$173,267.20	$206,625.87	142,148	190,173	48,025	33.7%
(Buses)					2,023	2,007	- 16	- .8%
Civic Center Auto Park	2,464.00	1,662.37	102,960.68	105,341.71	116,451	121,599	5,148	4.4%
Civic Center Garage					358,210	423,243	65,033	18.1%
Ellis O'Farrell Garage	43,569.24	50,127.00	43,569.24	50,127.00	453,793	446,826	- 6,967	- 1.5%
Forest Hill Parking Plaza			804.00	804.00	22,950	22,950		
5th and Mission Garage	45,421.20	49,794.52	45,421.20	49,794.52	1,077,218	1,195,467	118,249	10.9%
Golden Gateway Garage	42,834.00	85,727.00	42,834.00	85,727.00	362,338	366,605	4,267	1.2%
Japanese Cultural Center Garage	10,338.85	12,019.00	10,338.85	12,019.00	147,673	135,247	- 12,426	- 8.4%
Marshall Square Parking Plaza	(1)	(2)	29,812.57	31,566.97	46,579	54,298	7,719	19.1%
Mission-Bartlett Parking Plaza	315.65	366.95	34,238.90	29,319.21	249,560	217,200	-32,360	-12.9%

FACILITY	TAXES RECEIVED		TOTAL TAXES AND RENT		AUTOMOBILES PARKED			
	1968-69	1969-70	1968-69	1969-70	1968-69	1969-70	Increase	(Decrease
Portsmouth Sq. Garage	$ 30,076.20	$ 33,247.50	$ 30,076.20	$ 33,247.50	570,062	598,187	28,125	4.9%
St. Mary's Sq. Garage	30,470.00	34,022.42	73,766.57	78,628.07	446,514	419,132	-27,382	-6.1%
7th and Harrison Parking Plaza		1,304.32	19,137.13	30,894.53	97,690	149,484	51,794	53.0%
Sutter-Stockton Garage	46,239.60	51,152.55	46,239.60	51,152.55	757,481	743,538	-13,943	-1.8%
Union Square Garage	63,800.00	69,564.00	726,285.07	737,567.28	872,796	890,195	17,399	2.0%
Vallejo St.		(3)		18,712.31		38,592	38,592	100.0%
TOTAL PROJECTS	$315,748.74	$389,514.47	$1,378,751.21	$1,521,527.52	5,723,486	6,014,743	291,257	5.1%

(1) Marshall Square Parking Plaza - possessory interest tax forgiven (Resolution #697-68)

(2) Marshall Square Parking Plaza - no tax assessment made

(3) Vallejo Street Garage opened December 15, 1969 - six months' experience.

PARKING METER COLLECTIONS
Neighborhood Facilities

Facility	No. Meters	Gross Income 1968-69	Gross Income 1969-70	Increase (Decrease) $	Increase (Decrease) %	Income Totals to Date
West Portal (W. Portal Ave.)	20	$ 1,702.02	$ 1,587.17	$ - 114.85	- 6.7%	$ 10,148.17
Lakeside #1 (J. Serra & Ocean)	20	4,435.98	4,736.15	300.17	6.7	22,660.21
#2 (19th Ave. & Ocean)	21					
Mission (16th & Hoff)	72	7,849.26	4,678.36	-3,170.90	-40.4	33,009.70
Eureka Valley #1 (Castro)	21	2,920.00	3,873.63	953.63	32.7	14,153.43
#2 (18th & Collingwood)	21					
Noe Valley (24th St.)	16	867.71	1,044.32	176.61	2.0	5,350.26
Outer Irving (20th Ave)	25	1,618.19	4,598.58	2,980.39	184.1	10,830.51
Inner Irving (8th-9th Aves.)	38					
Geary #1 (Geary Blvd.)	22	1,971.50	3,150.33	1,178.83	59.7	11,691.89
#2 (18th-19th Aves.)	36					
Portola (Felton)	15	500.04	801.75	301.71	60.3	2,505.47
Clement #1 (8th Ave.)	28	3,444.10	3,243.76	- 200.34	- 5.8	13,142.46
#2 (9th Ave.)	33					
Mission (24th & Capp)	19	276.73(1)	1,511.49	1,234.76	446.1	1,788.22
Marina	82		2,695.82(2)	2,695.82	100.0	2,695.82
Polk St.	40		2,320.81(3)	2,320.81	100.0	2,320.81
Excelsior	30		499.08(4)	499.08	100.0	499.08
	722	$25,585.53	$34,741.25	$9,155.72	35.7%	$130,796.03

(1) Collections commenced April, 1969 - 3 months' experience

(2) " " December, 1969 - 7 months' experience

(3) " " January, 1970 - 6 months' experience

(4) " " April, 1970 - 2 months' experience

PRESENT STATUS OF 1947 PARKING BOND FUND

Original Bond Fund (authorized 1947 and issued)	$5,000,000.00
Transferred to Account	232,684.59
Appropriated	$5,232,684.59
Expended	5,230,438.41
Surplus *	$ 2,246.18
Unappropriated balance June 30, 1970	$ 321,697.13

* Account closed June 30, 1960, Surplus funds transferred to Unappropriated Account No. 1990.

Bonds outstanding June 30, 1970	$ 570,000.00
Bonds redeemed 1969-1970	315,000.00
Bond interest paid 1969-1970	21,212.50

ACKNOWLEDGMENTS

The Parking Authority wishes to express its appreciation and to acknowledge the cooperation and assistance of Mayor Joseph L. Alioto; the Chief Administrative Officer; Members of the Board of Supervisors; the City Attorney; Controller; Director of Property; Director of Public Works; City Engineer; Traffic Engineer; Director of Planning; the private garage industry; the public-spirited citizens comprising the corporations sponsoring many major projects, and others who have given so generously of their time and contributed so greatly to the advancement of its program during the past year.

Respectfully submitted,

PARKING AUTHORITY OF THE CITY
AND COUNTY OF SAN FRANCISCO

Arthur S. Becker

Arthur S. Becker
Director

ENCS.

ANNUAL REPORT

1970-1971

POLK DISTRICT NEIGHBORHOOD GARAGE – REDDING SCHOOL PLAYGROUND

PARKING AUTHORITY

City & County of San Francisco

PARKING AUTHORITY

DONALD MAGNIN, Chairman

EUGENE L. FRIEND*

FRANCIS H. LOUIE

ACHILLE H. MUSCHI

JAMES A. SILVA†

MICHAEL J. McFADDEN, M.D.

SERGIO J. SCARPA

Staff:

ARTHUR S. BECKER, Director

HONORABLE JOSEPH L. ALIOTO, Mayor
City and County of San Francisco

*Appointed to Recreation and Park Commission September 28, 1970.
†Appointed to Redevelopment Agency April 2, 1971.

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Honorable Joseph L. Alioto, Mayor
City and County of San Francisco
200 City Hall
San Francisco, California 94102

Dear Mayor Alioto:

On behalf of the Members of the Parking Authority and its Staff, I submit herewith the report of the San Francisco Parking Authority for the fiscal year 1970-1971.

During the year, two neighborhood parking facilities were completed and opened to use:

Bay View District (Palou-Mendell Streets), 15 spaces

West Portal District (Claremont-Ulloa Streets), 24 spaces

The inclusion of the afore-mentioned lots in the Neighborhood Off-Street Parking Program brings to 21 the number of facilities now operational and to 759 the number of spaces available to the parking public.

In an attempt to satisfy the parking demand now existing at the westerly end of the Union Street shopping area, the Authority recommended the construction of a lot at the southeast corner of Filbert and Fillmore Streets. The Board of Supervisors referred the matter back to the Authority, and we await the results of a re-survey of the area by the City Traffic Engineer.

Other areas of activity include:

The installation of bicycle racks in the Civic Center Plaza Garage, and the provision therein of specific spaces for the parking of motorcycles.

Approval of the offer of the City of San Francisco Uptown Parking Corporation to construct an additional 500 stalls at the Sutter-Stockton Garage.

The monitoring of the effect of the 25% San Francisco Municipal Parking Tax on public and private garage revenues. The Authority has been charged with the responsibility for reporting periodically on this matter to the Board of Supervisors.

With few exceptions, the pressing needs of the neighborhood areas have now been satisfied, and it is, I think, appropriate that we again direct our attention to the downtown "core" area. With this in mind, the Staff of the Authority has met with the various City traffic agencies and with the Traffic Committee of the San Francisco Chamber of Commerce in order to develop a program which would provide turnover parking spaces to supplement those now serving the "core" area. Only those measures which are compatible with the planning, ecological and traffic requirements of the City are being considered. Formal public hearings will be held on the subject within the near future.

The Authority wishes to dedicate this report to the memory of Deputy City Attorney Roland J. Henning who died in November of 1970. Mr. Henning, in his capacity as Legal Counsel to the Authority, served with great distinction during the period of 1963 to 1970.

Respectfully submitted,

Donald Magnin

Donald Magnin
Chairman

THE PARKING AUTHORITY
CITY AND COUNTY OF SAN FRANCISCO
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JOSEPH L. ALIOTO, MAYOR

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SERGIO J. SCARPA
• • •
ARTHUR S. BECKER
DIRECTOR

STATEMENT OF ACTIVITIES OF THE PARKING AUTHORITY
City and County of San Francisco
Fiscal year ending June 30, 1971

The report of the Parking Authority for the fiscal year 1970-1971, together with supplemental information, is herewith respectfully submitted.

The financial status is set forth in attached copies of the Authority's four (4) Quarterly Reports.

PARKING AUTHORITY ORGANIZATION

The San Francisco Parking Authority is composed of:

Five Members appointed for four-year terms by the Mayor and approved by the Board of Supervisors.

Staff composed of three members, consisting of the Director, and two Secretaries.

PARKING AUTHORITY BUDGET

1969-1970	$40,856
1970-1971	$43,242
Past ten-year average	$42,907

PARKING AUTHORITY FUNCTION

The Parking Authority functions like a department of the City and County government and is directly responsible to the Mayor and the Board of Supervisors of the City and County of San Francisco.

In its present capacity, it is responsible for advising and making recommendations to the Mayor and Board of Supervisors on matters pertaining to the off-street parking program. Where required, the Authority also acts as an agent for the City and County government in carrying out off-street parking programs approved by the City administration.

Function No. 1: Investigative and recommendatory work required for the development of new off-street parking facilities throughout San Francisco.

Function No. 2: To make recommendation to the Mayor and Board of Supervisors regarding parking rates and charges and the operational procedures and regulations in force at each of the City and County off-street parking facilities for which it is responsible.

POLICY, PROGRAM AND ACCOMPLISHMENTS

The major accomplishments and activities of the Authority for the past year are shown below. These have been classified according to the Authority's policy and program adopted February 8, 1950.

Policy Point No. 1: Stimulation of and cooperation with private enterprise to finance and construct the facilities required under the off-street parking program.

New parking facilities reported completed and placed in operation during fiscal year 1970-1971: 1,148 stalls

These additions brought the total of new off-street parking spaces provided under this phase of the Authority program since October 6, 1949, to 24,970 stalls

Policy Point No. 2: Public cooperation with private enterprise to provide off-street parking by public provision of garage sites and private provision of the construction financing.

Constructed and in Operation in this Category

The following parking facilities have been financed and built as cooperative projects between the City and private business:

Name	Date Completed	Stall Capacity	Land Cost	Construction Cost	Total Project Cost
Union Square Garage	September 11, 1942	1,081	$ -0-	$1,646,331	$1,646,331*
Marshall Square Parking Plaza	November 1, 1948	111	-0-	-0-	-0-

Name	Date Completed	Stall Capacity	Land Cost	Construction Cost	Total Project Cost
Civic Center Auto Park	December 18, 1953	276	-0-	$ 31,000	$ 31,000
St. Mary's Sq. Garage	May 12, 1954	828	$ 417,513	2,300,000	2,717,513
Forest Hill Parking Plaza	July 1, 1957	13	-0-	-0-	-0-
Ellis-O'Farrell Garage	August 5, 1957	900	-0-	-0-	2,800,000**
Fifth & Mission Garage	August 28, 1958	938	1,690,970	2,966,697	4,657,667
Civic Center Plaza Garage	March 1, 1960	840	-0-	4,298,822	4,298,822
Sutter-Stockton Garage	November 19, 1960	870	2,665,069	3,837,177	6,502,246
Fifth & Mission Garage Expansion I	November 21, 1961	534	-0-	1,000,000	1,000,000
Portsmouth Sq. Garage	August 24, 1962	504	-0-	3,181,500	3,181,500
Golden Gateway Garage	December 21, 1966	1,000	1,090,000	6,135,000	7,225,000
Japanese Cultural Center Garage	February 16, 1968	850	256,640	3,750,000	4,006,640
Fifth & Mission Garage Expansion II	February 6, 1970	316	258,100	1,188,700	1,446,800

*All debts of the Union Square Garage Corporation have been retired, and effective August 31, 1961, it assigned all of its interest in the Management and Occupancy Agreement to the City. After transferring its remaining assets to the City, the Union Square Garage Corporation filed a certificate of winding up and dissolution with the Secretary of State. A new operating lease was executed between the City and a private garage operator for a period of ten years and nine months commencing October 1, 1967.

**Privately financed and operated until July 20, 1965, at which time it was acquired by the City.

Under Development in this Category

Sutter-Stockton Garage Expansion

This project is being developed jointly by the City of San Francisco Uptown Parking Corporation and the Parking Authority, subject to approval by the City.

A Letter of Intent has been received from the Corporation to finance and construct the expansion of the present garage by approximately 500 additional stalls. This is to be accomplished by using the land presently occupied by the City's Department of Social Services at the southeast corner of Bush and Stockton Streets and relocating this department to more modern offices at 1680 Mission and 150 Otis Streets.

The proposal has been approved by the Capital Improvement Advisory Committee. Hearings are being scheduled by the appropriate committees of the Board of Supervisors.

Present estimates indicate the following physical and financial facts:

Location: 585 Bush Street, at the southeast corner of Stockton and Bush Streets.

Size: Approximately 200,000 square feet

Additional parking stalls: 500

Total parking stalls: 1,370

Estimated cost of land acquisition: $1,000,000

Estimated construction cost: $4,100,000

Architects: Lackey, Sokoloff, Hamilton & Blewett

Engineers: H. J. Degenkolb & Associates

Operator: City of San Francisco Uptown Parking Corporation

Management: System Auto Parks & Garages, Inc.

Operation: Self-parking

Parking rates: 25¢ each hour for first 3 hours
35¢ each additional hour
$3.00 maximum for 24 hours
$37.50 monthly

Evening rates: 75¢ (6 PM-2:30 AM)
Overnight (6 PM-10 AM) $1.00
Sunday: 6 AM-6 PM) 15¢ first hour
15¢ each addl. hour
50¢ maximum

Yerba Buena Garages

Following a formal presentation by the Redevelopment Agency to the Parking Authority, hearings will be scheduled on the two Central Blocks parking garages - 2,000-stall capacity each, at an approximate cost of $24 million.

Fiscal Developments in this Category

Civic Center Plaza Garage

At the request of the Board of Supervisors, the Parking Authority conducted hearings on the possibility of installing bicycle racks in City-owned garages and levying an appropriate charge for their use; also the possibility of allocating space for motorbikes and motorcycles with an appropriate rate to be charged.

Legislation was approved for installation of bicycle racks in this facility with a flat fee of 20¢ to be charged; and use of a specified area for motorbikes and motorcycles at a rate of 25¢ hourly, 45¢ maximum for 24 hours and $7.00 monthly.

San Francisco Municipal Parking Tax

Legislation imposing a tax of 25% on the parking of motor vehicles in off-street parking facilities became effective October 1, 1970. A comparison of San Francisco's municipal garages for the nine months' period from October, 1970 through June, 1971 shows a decrease in automobiles parked of 8,856, and a decrease in income of $144,924.69. The Parking Authority is continuing a close surveillance on this measure and its effect on the parking industry.

The capacity of the foregoing off-street parking projects completed or under development jointly by government and private business under the Parking Authority program to date totals 9,561 parking stalls.

Policy Point No. 3: Direct public financing and construction, including site acquisition, where private construction was not or could not be undertaken.

The 8,500 special event parking stalls at Candlestick Park are considered a special case and are not carried as an increment of the general parking program.

Constructed and in Operation in this Category

Mission-Bartlett Parking Plaza	250 stalls
*Lakeside Village Parking Plazas I and II	49 stalls
Seventh and Harrison Parking Plaza	270 stalls
	569 stalls

*The City originally acquired the sites for the two Lakeside Village neighborhood lots located at Ocean Avenue and Junipero Serra Boulevard and Ocean and Nineteenth Avenues, constructed parking lots thereon and leased them to the Lakeside Village Merchants' Association for a period of twenty years, commencing October 1, 1956. On January 28, 1965, the merchants' association requested the City and County of San Francisco to cancel the existing lease on the two lots and include them in the Neighborhood Off-Street Parking Program. In March, 1965, the Lakeside Village Parking Plazas I and II were designated as municipal off-street parking lots and parking meter regulations were established for their operation.

Neighborhood Shopping District Parking Facilities

The basic parking program adopted by the Parking Authority on August 31, 1961 for the neighborhood shopping districts of the City will be a major addition to parking facilities provided under this category of direct public financing and construction. The program comprises:

25 public parking lots, and
4 public parking garages, in
17 neighborhood shopping districts, with
1,102 parking stall total capacity, for
$5,843,375 estimated approximate cost

The Vallejo Street Garage was officially opened December 15, 1971 and is the first facility in the Neighborhood Off-Street Parking Program to be leased for operation by a professional operator - Savoy Auto Parks and Garages, Inc. - at a monthly rental of 63.69% of the gross revenues. Legislation amending the parking rates to include monthly parking was approved May 14, 1971.

In the Union Street neighborhood district, the Parking Authority designated a site to accommodate 53 automobiles at a cost of $473,600 at the corner of Fillmore and Filbert Streets. This project was referred to the Board of Supervisors by the Streets and Transportation Committee without recommendation. The matter was referred back to Committee by the Board and by Committee referral back to the Parking Authority for further study and investigation. A re-survey of this area by the City Engineer was requested and his report is expected momentarily.

Upon completion of the neighborhood parking program, the number and capacity of parking facilities constructed under this category will be:

Number of facilities	31
Number of parking stalls	1,616

Financing Time Schedule

1. The Controller of the City and County of San Francisco has estimated that the basic program can be financed in its entirety from moneys now on deposit in our "Off-Street Parking Fund," plus the estimated increments which will be realized up to July 1, 1971. These are accruing from parking meter revenues at the rate of approximately $400,000 a year.

2. The Neighborhood Parking Program, providing off-street parking facilities in these neighborhood districts, is as follows:

Projects approved and in operation: 21

District	Parking Stalls	Cost
Eureka Valley (Castro Street)	21	$ 79,773
Eureka Valley (Collingwood Street)	21	143,838
West Portal (West Portal Avenue)	20	135,490
West Portal (Claremont-Ulloa Streets)	24	201,022
Geary (Geary Boulevard)	22	101,133
Geary (18th-19th Avenues)	36	164,486
Inner Irving (8th-9th Avenues)	36	208,392
Outer Irving (20th Avenue)	25	111,017
Noe Valley (24th Street)	16	53,948
Portola (Felton Street)	15	42,451
Mission (16th and Hoff Streets)	72	284,096
Mission (24th and Capp Streets)	19	91,956
Clement (8th Avenue)	33	153,255
Clement (9th Avenue)	28	108,441
*Lakeside (Junipero Serra and Ocean Avenue)	20	42,035
*Lakeside (19th and Ocean Avenues)	21	
North Beach (Vallejo Street)	163	967,695
Marina (Pierce Street)	82	871,094
Polk (Redding School)	40	260,000
Excelsior (Norton-Harrington Streets)	30	131,225
Bayview (Palou-Mendell Streets)	15	91,828
	759	$4,243,175

Projects re-referred and under study: 3

Haight-Ashbury (Haight-Cole Streets)	32	$ 138,600
Polk (Sacramento Street)	56	243,000
Union (Fillmore-Filbert Streets)	53	473,600
	141	$ 855,200

*Transferred to Neighborhood Off-Street Parking Program March, 1965.

Projects requiring new site recommendations, primarily because of interim changes in original use: 5

District	Parking Stalls	Cost
Clement (6th Avenue)	28	$ 74,500
Outer Irving (23rd Avenue)	40	213,000
Portola (San Bruno Avenue)	22	47,000
Mission (18th and Capp Streets)	38	154,000
Mission (Capp near 20th Street)	74	256,500
	202	$ 745,000
	1,102	$5,843,375

Accomplishments to date under the foregoing program may be summarized as follows:

Policy Point No. 1: (Private financing)

1. Completed

   a. 1970-1971 — 1,148 stalls
   b. 1949-1970 — 23,822 "
   c. Total — 24,970 "

11. Total under No. 1 — 24,970 stalls

Policy Point No. 2: (Public-private financing)

1. Completed

   a. 1970-1971 — -0- stalls
   b. 1949-1970 — 9,061 "
   c. Total — 9,061 "

11. Under development

   a. 1970-1971 — 500 stalls

111. Total under No. 2 — 9,561 stalls

Policy Point No. 3: (Public financing)

1. Completed

   a. 1970-1971 — 39 stalls
   b. 1949-1970 — 1,248 "
   c. Total — 1,287 "

11. Under development		
a. 1970-1971	343 stalls	
111. Total under No. 3		1,630 stalls
GRAND TOTAL		36,161 stalls

The actual and projected total cost of this program is approximately $55 million, of which, under the Parking Authority's program and policy, only about $9 million will have required public financing; roughly only about 16% of the total.

PRESENT STATUS OF 1947 PARKING BOND FUND

Original Bond Fund (authorized 1947 and issued)	$5,000,000.00
Transferred to Account	232,684.59
Appropriated	$5,232,684.59
Expended	5,230,438.41
Surplus *	$ 2,246.18
Unappropriated balance June 30, 1971	$ 344,318.52

* Account closed June 30, 1960, Surplus funds transferred to Unappropriated Account No. 1990.

Bonds outstanding June 30, 1971	$ 260,000.00
Bonds redeemed 1970-1971	$ 310,000.00
Bond interest paid 1970-1971	$ 13,800.00

COMPARATIVE STATEMENTS
San Francisco Municipal Parking Facilities
1970-71

FACILITY	GROSS INCOME 1969-70	GROSS INCOME 1970-71	GROSS INCOME Increase (Decrease)		RENT PAID CITY 1969-70	RENT PAID CITY 1970-71	RENT PAID CITY Increase (Decrease)	
Civic Center Auto Park	$ 118,770.10	$ 125,708.11	$ 6,938.01	5.8%	$103,679.34	$108,055.37	$ 4,376.03	4.2%
Civic Center Garage	409,895.36	435,727.95	25,832.59	6.3%	*	*		
Ellis-O'Farrell Garage	749,022.13	753,250.88	4,228.75	0.5%	*	*		
Forest Hill Parking Plaza	804.00	804.00			804.00	804.00		
5th & Mission Garage	867,829.37	869,878.07	2,048.70	0.2%	*	*		
Golden Gateway Garage	831,272.67	796,072.48	-35,200.19	- 4.2%	*	*		
Japanese Cultural Center Garage	142,388.33	136,152.04	- 6,236.29	- 4.4%	*	*		
Marshall Square Parking Plaza	46,547.40	52,083.10	5,535.70	11.8%	31,566.97	33,200.64	1,633.67	5.2%
Mission-Bartlett Parking Plaza	54,628.04	45,292.98	- 9,335.06	-17.1%	28,952.26	24,005.67	- 4,946.59	17.1%
Portsmouth Square Garage	652,336.02	615,093.48	-37,242.54	- 5.7%	*	*		
St. Mary's Square Garage	1,030,435.06	944,327.63	-86,107.43	- 8.3%	44,605.65	40,945.44	- 3,660.21	- 8.2%
7th & Harrison Parking Plaza	41,853.21	33,693.49	- 8,159.72	-19.5	29,590.21	23,821.35	- 5,768.86	-19.5%

FACILITY	GROSS INCOME 1969-70	GROSS INCOME 1970-71	GROSS INCOME Increase (Decrease)		RENT PAID CITY 1969-70	RENT PAID CITY 1970-71	RENT PAID CITY Increase (Decrease)	
Sutter-Stockton Garage	$ 804,970.61	$ 838,959.15	$ 33,988.54	4.2%	$ *	$ *		
Union Square Garage	1,445,320.26	1,247,300.38	-198,019.88	-13.7%	668,003.28	629,344.41	$38,658.87	- 5.8%
Vallejo Street	29,980.78**	67,435.90	37,455.12	124.9%	18,712.31	42,927.14	24,214.83	128.4%
TOTAL PROJECTS	$7,226,053.34	$6,961,779.64	-$264,273.70	- 3.6%	$925,914.02	$903,104.02	-$22,810.00	- 2.4%

* In the case of Civic Center Plaza Garage, Ellis O'Farrell Garage, 5th and Mission Garage, Golden Gateway Garage, Japanese Cultural Center Garage and Sutter Stockton Garage, under the contract, the rent payable to the City annually is an amount equal to 100% of net income after the payment of operating costs and debt service charges. Portsmouth Square Garage pays 103% of their net income after expenses.

** Vallejo Street Garage opened December 15, 1969 - six months' experience.

FACILITY	TAXES RECEIVED		TOTAL TAXES AND RENT		AUTOMOBILES PARKED			
	1969-70	1970-71	1969-70	1970-71	1969-70	1970-71	Increase-Decrease	
Civic Center Auto Park	$ 1,662.37	$ 602.00	$ 105,341.71	$ 108,657.37	121,599	123,132	1,533	1.3%
Civic Center Garage					423,243	438,662	15,419	3.6%
Ellis O'Farrell Garage	50,127.00	63,138.00	50,127.00	63,138.00	446,826	450,905	4,079	0.9%
Forest Hill Parking Plaza			804.00	804.00	22,950	22,950		
5th & Mission Garage	49,794.52	86,310.00	49,794.52	86,310.00	1,195,467	1,266,244	70,777	6.3%
Golden Gateway Garage	85,727.00	104,675.00	85,727.00	104,675.00	366,605	340,260	-26,345	- 7.2%
Japanese Cultural Center Garage	12,019.00	23,396.00	12,019.00	23,396.00	135,247	122,570	-12,677	- 9.4%
Marshall Square Parking Plaza	(1)	2,435.00	31,566.97	35,635.64	54,298	49,998	- 4,300	- 7.9%
Mission-Bartlett Parking Plaza	366.95	548.00	29,319.21	24,553.67	217,200	190,309	-26,891	-12.4%
Portsmouth Square Garage	33,247.50	38,139.00	33,247.50	38,139.00	598,187	603,896	5,709	0.9%
St. Mary's Square Garage	34,022.42	35,831.00	78,628.07	76,776.44	419,132	361,311	-57,821	-13.8%
7th & Harrison Parking Plaza	1,304.32	1,442.00	30,894.53	25,263.35	149,484	101,143	-48,341	-32.3%
Sutter Stockton Garage	51,152.55	55,831.00	51,152.55	55,831.00	743,538	779,123	35,585	4.8%
Union Square Garage	69,564.00	70,510.00	737,567.28	699,854.41	890,195	855,582	-34,613	- 3.9%

FACILITY	TAXES RECEIVED		TOTAL TAXES AND RENT		AUTOMOBILES PARKED			
	1969-70	1970-71	1969-70	1970-71	1969-70	1970-71	Increase-Decrease	
Vallejo Street	$ (2)	$ 4,070.00	$ 18,712.31	$ 46,997.14	38,592	101,689	63,097	173.5%
TOTAL PROJECTS	$388,987.63	$486,927.00	$1,521,527.52	$1,390,031.02	5,822,563	5,807,774	14,789	0.2%

(1) Marshall Square Parking Plaza - no tax assessment made

(2) Vallejo Street Garage opened December 15, 1969 - six months' experience

PARKING METER COLLECTIONS
Neighborhood Facilities

Facility	No. Meters	Gross Income 1969-70	Gross Income 1970-71	Increase (Decrease) #	Increase (Decrease) %	Income Totals to Date
West Portal (W. Portal Ave.)	20	$ 1,587.17	$ 1,832.32	$ 245.15	15.4	$ 11,980.49
Lakeside #1 (J. Serra & Ocean)	20	4,736.15	3,552.60	-1,183.55	-24.9	26,212.81
#2 (19th Ave. & Ocean)	21					
Mission (16th & Hoff)	72	4,678.36	4,547.95	- 130.41	- 2.7	37,557.65
Eureka Valley #1 (Castro)	21	3,873.63	3,578.62	- 295.01	- 7.6	17,732.05
#2 (18th & Collingwood)	21					
Noe Valley (24th St.)	16	1,044.32	1,253.54	209.22	20.0	6,603.80
Outer Irving (20th Ave.)	25	4,598.58	1,413.77	208.39	4.5	15,637.48
Inner Irving (8th-9th Aves.)	38		3,393.20			
Geary #1 (Geary Blvd.)	22	3,150.33	4,345.95	1,195.62	37.9	16,037.84
#2 (18th-19th Aves.)	36					
Portola (Felton)	15	801.75	744.59	- 57.16	- 7.1	3,250.06
Clement #1 (8th Ave.)	28	3,243.76	2,483.04	- 760.72	-23.4	15,625.50
#2 (9th Ave.)	33					
Mission (24th & Capp)	19	1,511.49	1,757.64	246.15	16.3	3,545.86
Marina (Pierce St.)	82	2,695.82 (1)	5,294.71	2,598.89	96.4	7,990.53
Polk (Redding School)	40	2,320.81 (2)	4,219.80	1,898.99	81.8	6,540.61
Excelsior	30	499.08 (3)	3,554.71	3,055.63	612.2	4,053.79
	722	$34,741.25	$41,972.44	$7,231.19	20.8	$172,768.47

(1) Collections commenced December, 1969 - 7 months' experience
(2) " " January, 1970 - 6 months' experience
(3) Collections commenced April, 1970 - 2 months' experience

ACKNOWLEDGMENTS

The Parking Authority wishes to express its appreciation and acknowledge the cooperation and assistance of Mayor Joseph L. Alioto; the Chief Administrative Officer; Members of the Board of Supervisors; the City Attorney; Controller; Director of Property; Director of Public Works; City Engineer; Traffic Engineer; Director of Planning; the private garage industry; the public-spirited citizens comprising the corporations sponsoring many major projects, the others who have given so generously of their time and contributed so greatly to the advancement of its program during the past year.

Respectfully submitted,

PARKING AUTHORITY OF THE CITY
AND COUNTY OF SAN FRANCISCO

Arthur S. Becker

Arthur S. Becker
Director

Encs.